The SIGNALMAN'S Journal

DECEMBER, 1952

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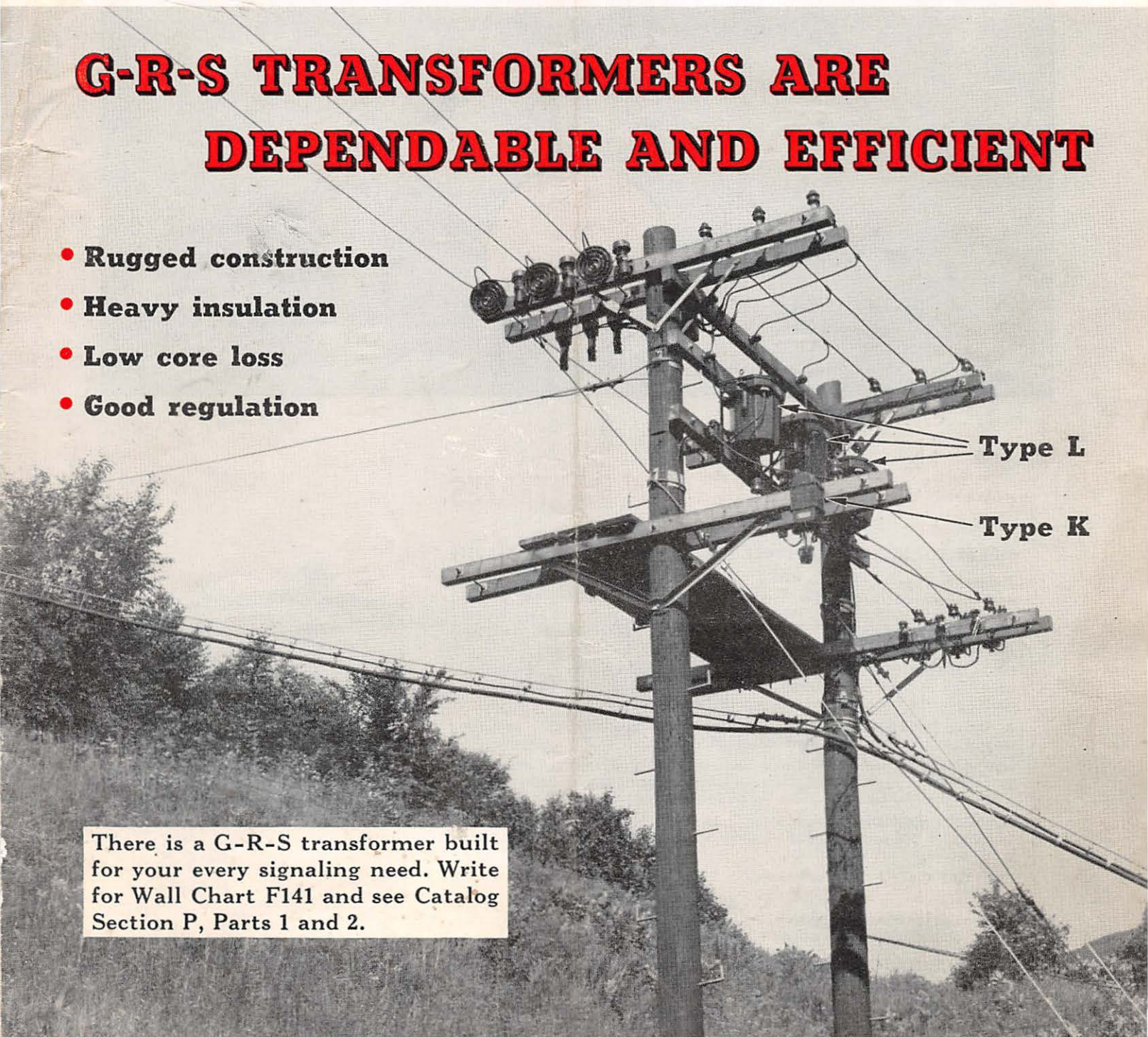

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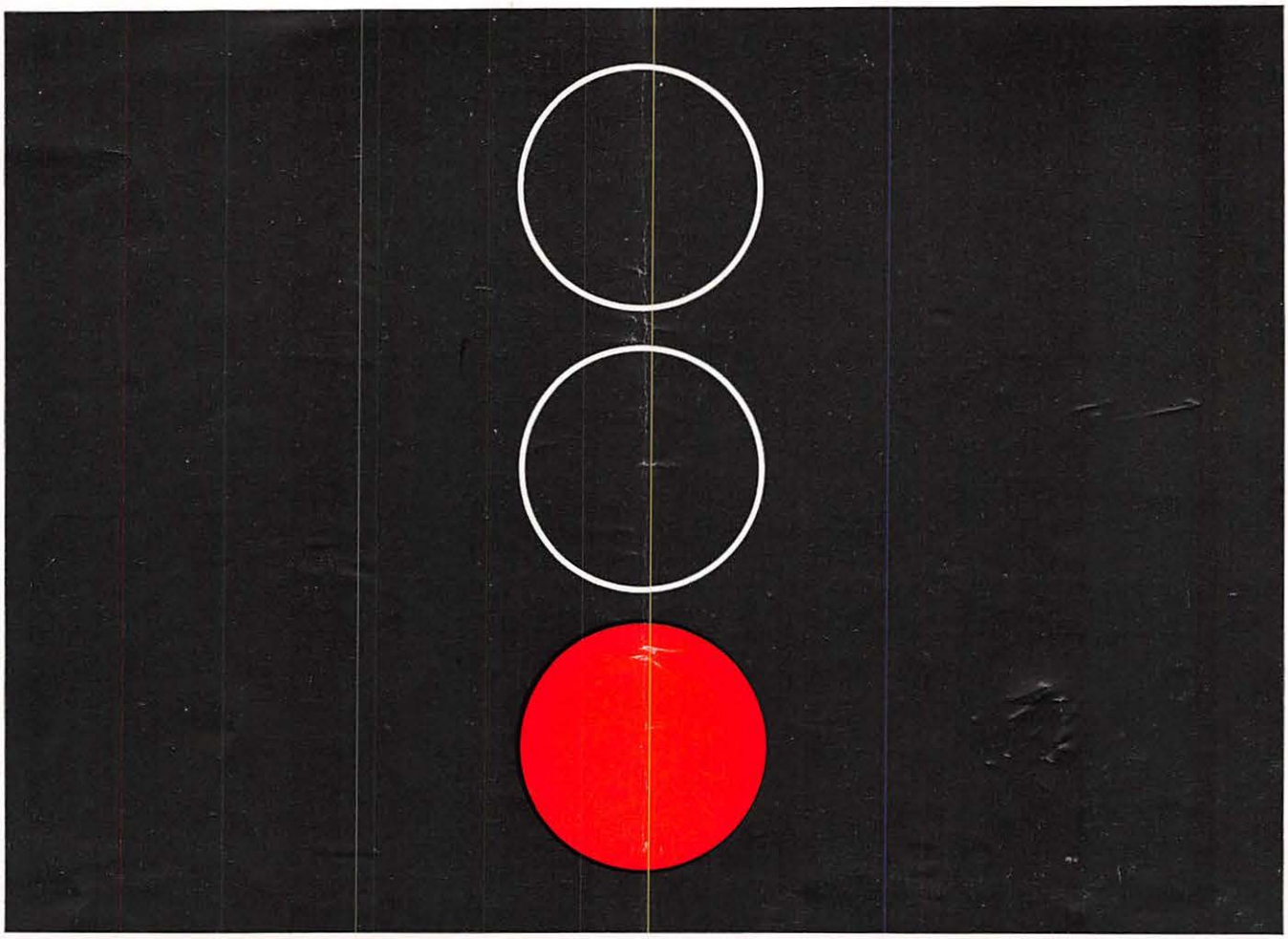

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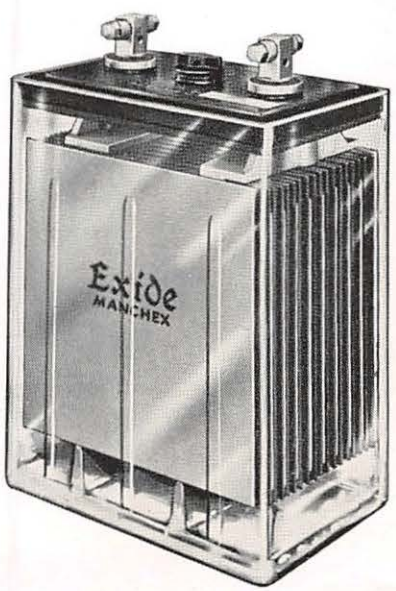

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The SIGNALMAN'S Journal

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The Signalman's Journal

R. C. HOWARD, Editor and Manager

Officers and members are invited to contribute articles on all subjects relating to organization problems and signal work. All articles sent for publication must be in our hands no later than the 20th of the month preceding publication.

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POSTMASTERS—NOTICE. Change of address forms should be sent to the editorial office, 503 Wellington Ave., Chicago 14, Ill. CONTRIBUTIONS should be received by the 20th of the month preceding publication date.

● **Send communications,** both changes of addresses and articles to *The Signalman's Journal*, 503 Wellington Ave., Chicago 14, Ill. **Change of Address**—All magazine publishers are required by the Federal Government to pay a two-cent tax on all notices on change of address received from the post office, making quite an expense to the publisher. If *The Signalman's Journal* is coming to you incorrectly addressed in any way whatever or if you are changing your address, please notify us. The local and membership number should be included with all notices about addresses.

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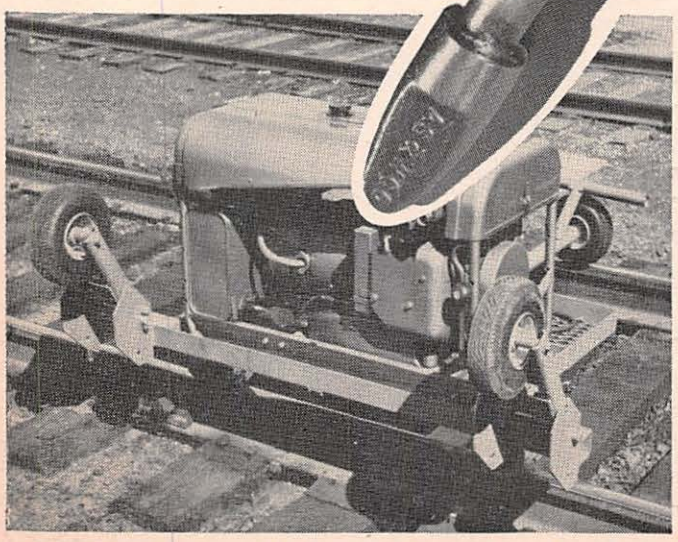

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Drill at heel of the frog. (left)

Drill at wing of the frog.

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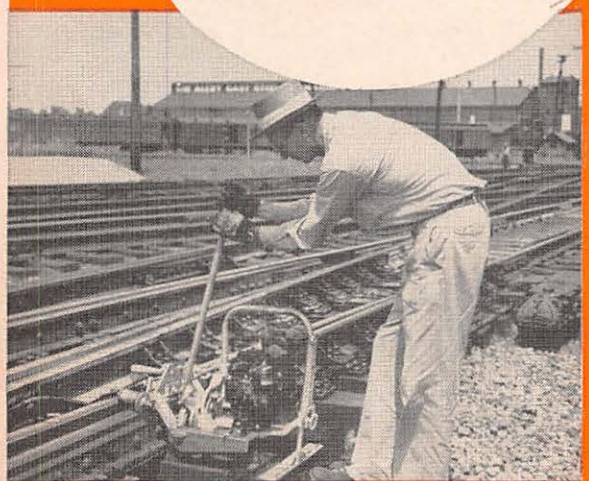
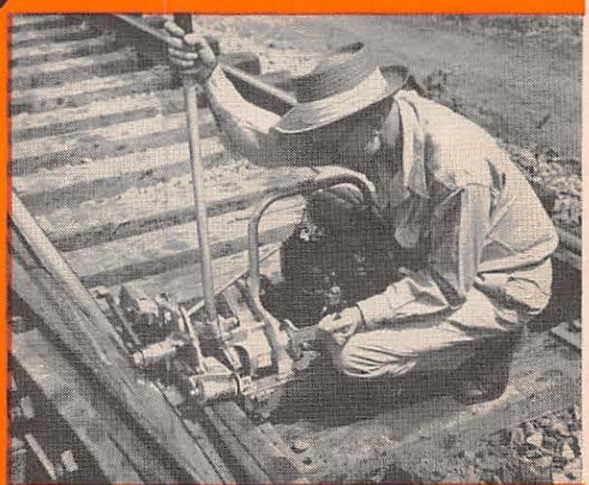
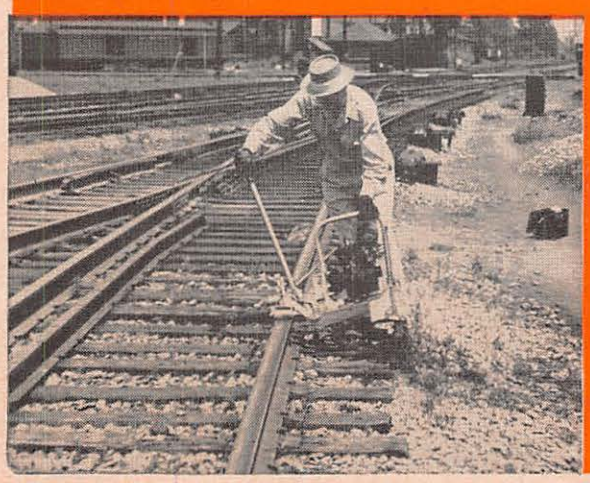


Drill rail at switch points. (left)

Drill either head or web—change-over requires one quick, simple adjustment.





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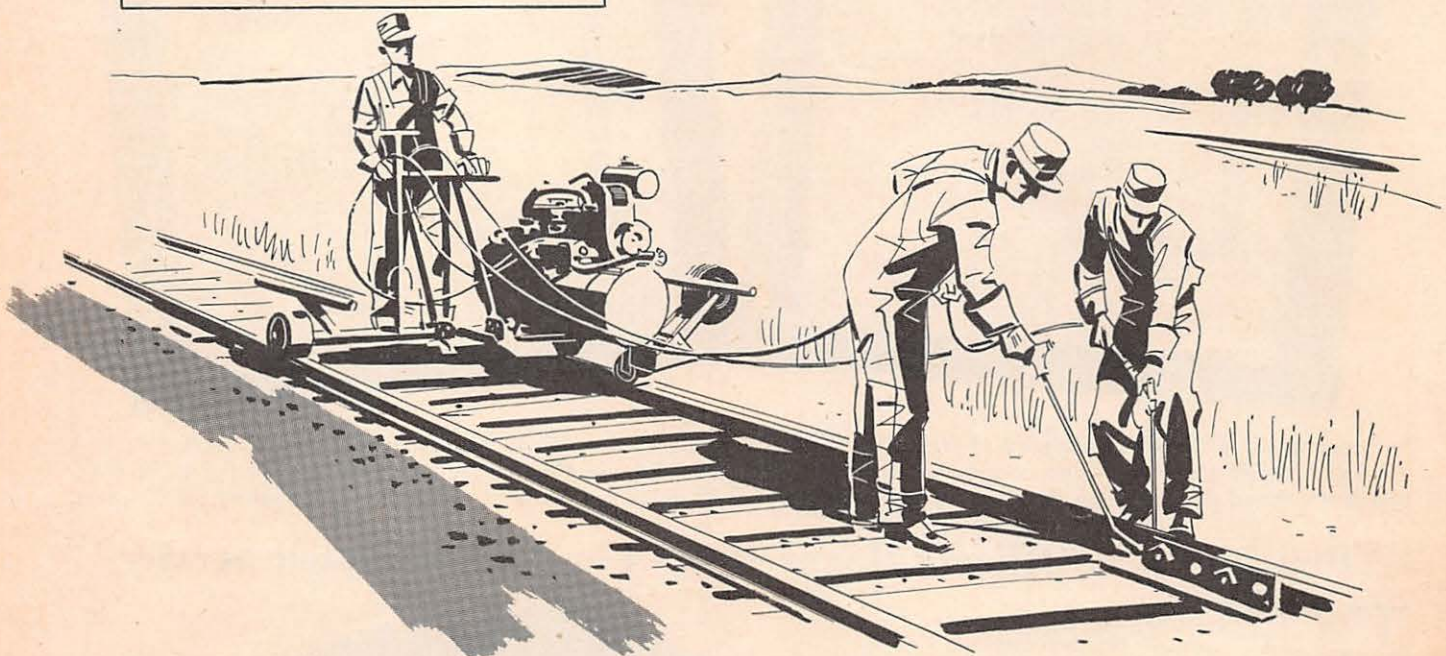

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Performance ON THE JOB COUNTS

Brotherhood of Railroad Signalmen of America
Certificate of Esteem and Merit
In recognition of many continuous years as an officer and member indicating his fidelity and loyalty, and signifying his fealty to the Brotherhood which he helped to build and maintain for the benefit of his fellow men, this Certificate is executed and delivered by direction of unanimous action of the Delegates in attendance at the Thirty-First Regular Convention held in Los Angeles, California, August 18th to 22nd, 1952, to Brother
Lee R. Smith
Given under our hand and seal of the Grand Lodge, this 30th day of September, 1952.
Brotherhood of Railroad Signalmen of America
Certificate of Esteem and Merit
In recognition of his fidelity and loyalty and continuous service as an officer and member for more than thirty-nine years, signifying his fealty to the Brotherhood which he helped to build and maintain for the benefit of his fellow men, this Certificate is executed and delivered by direction of unanimous action of the Delegates in attendance at the Thirty-First Regular Convention held at Los Angeles, California, August 18th to 22nd, 1952 to Brother
D. C. Cone
Given under our hand and seal of the Grand Lodge, this 30th day of September, 1952.

In keeping with a resolution adopted at the recent B.R.S. of A. Convention, these handsome wall plaques were prepared for Lee R. Smith and D. C. Cone, as a token of the high esteem and deep affection the members hold for these two retiring Brotherhood officers. Cone had been a vice president for 35 years and Smith served as a vice president for 29 years.

Retiring G. L. Officers Honored for Long and Devoted Service

TWO veteran Grand Lodge officers, D. C. "Clint" Cone and Lee R. Smith, were honored at a retirement party held in Chicago on November 15. Both men retired on October 1; Cone with 35 years service and Smith with 29 years service as vice presidents of the Brotherhood.

The entire "official family," including all Grand Lodge officers, past and present, the trustees, and a few invited guests were on hand to give their long-time associate officers a fine send-off.

Highlighting the evening's program was the presentation of a beautiful hand-lettered certificate of esteem and merit to Clint Cone. At the last convention, delegates had unanimously resolved that such a plaque should be prepared for the two retiring officers and presented at appropriate ceremonies.

Unfortunately, Lee Smith was unable to attend the affair. He is now in Formosa setting up a labor division for the government's Mutual Security Agency. For the past four years Lee had been on leave of absence from the Brotherhood and had been serving as Labor Officer for the MSA in The Netherlands.

Signed by members of the execu-

D. C. Cone, left, is presented plaque by President Clark

tive council, the plaques were inscribed as follows:

"In recognition of many continuous years as an officer and member indicating his fidelity and loyalty, and signifying his fealty to the Brotherhood which he helped to build and maintain for the benefit of his fellow men, this Certificate is executed and delivered by direction of unanimous action of the Delegates in attendance at the Thirty-First Regular Convention held in Los Angeles, California, August 18th to 22nd, 1952, to Brother Lee R. Smith."

"In recognition of his fidelity and loyalty and continuous service as an officer and member for more than thirty-nine years, signifying his fealty to the Brotherhood which he helped to build and maintain for the benefit of his fellow men, this Certificate is executed and delivered by direction of unanimous action of the Delegates in attendance at the Thirty-First Regular Convention held at Los Angeles, California, August 18th to 22nd, 1952 to Brother D. C. Cone.

Clark Praises Retiring Officers

President Jesse Clark performed the presentation ceremonies, paying tribute to the fine service rendered to our organization and organized labor in general by both Cone and Smith.

"Cone has established a record in the railway labor field by serving continuously in his post longer than any other Grand Lodge officer of any other Standard Railroad Labor Organization," Clark reported. "And of course we are proud not only of this record, but of his many accomplishments while establishing the record."

Clark also called attention to the fact that Lee Smith had brought honor to the Brotherhood in the performance of his duties with the government.

"We are all justly proud of the fact that one of our officers was selected by the government to handle important assignments for the MSA," Clark declared. "We know he is doing the same excellent work for Uncle Sam as he did for our Brotherhood for many years."

In accepting the plaque, Cone said, "This is one of the proudest moments of my life. When I contemplated retirement, there was some hesitation on my part, and even now I realize that it is not going to be easy to lay aside the work of a lifetime. However, the honor paid me tonight, and on other occasions in the last few months since I announced my retirement, has brought great satisfaction to me. I have a feeling that my work and service is appreciated, and that I have been able to achieve some measure of success in my chosen field. This knowledge makes retirement much easier," he declared.

When these six Brotherhood officers got together they had a lot of past experience to talk over. All have been active in the organization for over 30 years and recalled that they were all present at the 1919 Convention held in Kansas City. On the left is Vice President John A. Work, who was a Grand Trustee in 1919. Next to him is C. D. Martin, who was first elected a vice president in 1919. Next is Tom Austin, secretary-treasurer of Grand Lodge from 1917 to 1942. Partially hidden is I. M. Fisher, who was a delegate at the 1919 Convention and is now a vice president. Next is Dan Helt, who served the organization as president and vice president from 1917 to 1948. Last, but not least, is Clint Cone, who was first elected a vice president in 1917.

Turning to the future of the organization, Cone said he thought the leadership was in good hands but he called on the officers for eternal vigilance to maintain the gains made by the Brotherhood in the past few decades.

"We didn't think they were pos-

John H. Griner, left, labor officer of the Railroad Retirement Board, was presented a certificate of Honorary Membership in the B.R.S. of A. by C. L. Bromley, secretary treasurer, for outstanding service to the Brotherhood.

sible 35 years ago," he said. "They came to us through effective collective bargaining. But we should not rest on our laurels. We should always look ahead."

Dan Helt, president emeritus of the Brotherhood and Tom Austin, secretary-treasurer of the organization for many years, recalled some of the early struggles the organization had survived, and joined in the tributes paid Cone. The three men had been first elected officers at the 1917 convention of the Brotherhood.

A. E. Lyon, who is president of the Brotherhood on leave of absence to serve as executive secretary of the Railway Labor Executive's Association, lauded Cone for having been "in the forefront in battles for economic and legislative improvements." Cone was the Brotherhood's legislative representative in Washington for many years.

C. D. Martin, who retired at the 1944 convention after serving the Brotherhood for many years as a vice president, came from Kansas City, Mo., for the retirement party. Harold A. Stockdale, Grand Lodge representative in Canada, was unable to attend but wired him in the name of the Canadian membership, saying: "We will always remember you as the man who helped to get the Brotherhood started in Canada and wish you and Mrs. Cone a long and happy retirement."

Griner Made Honorary Member

At the recent convention, delegates unanimously resolved to afford the privilege of becoming an Honorary Member of our Brotherhood to John F. Griner, labor relations officer of the Railroad Retirement Board.

The honor was bestowed in recognition of the tremendous assistance Griner has been to our organization in meeting problems posed by the Retirement law.

Taking advantage of Griner's presence at the retirement party, C. L. Bromley, secretary-treasurer of Grand Lodge, called on him to accept a Certificate of Membership specially prepared in accordance with convention action.

In presenting the card, Bromley revealed that only one other person had been made an Honorary Member of the Brotherhood, and that was Congressman "Bob" Crosser. He also made it clear that the organization was proud to have Griner accept the card.

Griner is also a vice president of the government employes' union and a member of the Railroad Telegraphers.

Trustees Draft Changes in B.R.S. of A. Constitution

AT the 31st Regular Convention, held in August of this year, delegates authorized the Grand Lodge Board of Trustees to meet prior to January 1, 1953, to formulate constitutional changes which would fulfill the intent of two resolutions which had been approved by the convention.

The Trustees met in Chicago September 22-26 and completed the assigned work. Article 5 has been added to the constitution to fulfill the intent of Resolution No. 23, which called for revisions to make the constitution conform to provisions of union shop agreements, and Article 1 has been amended to establish the "State Legislative Board Fund," and the method of disbursing this fund.

Printed below are the constitutional changes agreed to by unanimous action of the Board of Trustees. The changes become effective January 1, 1953.

ARTICLE I

Duties of Secretary-Treasurer

Sec. 39. The Secretary-Treasurer of Grand Lodge shall be the custodian of all funds and property of Grand Lodge and shall receive and issue proper receipt for all monies due Grand Lodge on assessments that may be levied by it, or any other monies as provided for in this Constitution. He shall furnish the Financial Secretary of each General Committee a copy of each receipt issued to each Subordinate Lodge affiliated with the respective General Grievance Committee. He shall also be custodian of the Brotherhood of Railroad Signalmen building and be responsible for the operation and proper maintenance of the building and grounds, and any unusual expenditures necessary in connection therewith shall be submitted to the Board of Trustees of Grand Lodge for approval.

Per Capita Tax For Grand Lodge

Sec. 145A. Of the $3.50 per quarter per capita tax paid by each member, 75 cents shall be set aside, of which 5 cents shall be deposited in the Contingent Fund, 10 cents in the Building Fund, 40 cents in the Journal Fund as the member's subscription to the Signalman's Journal, and 20 cents in the State Railroad Legislative Board Fund, as provided for in Section 145B of this Article.

Sec. 145B. When the State Railroad Legislative Board Fund amounts to $15,000,000 the deduction of 20 cents from the per capita tax shall be discontinued until the fund is reduced to $7,500.00, at which time such deductions shall be reinstated until the fund again reaches the sum of $15,000.00.

State Railroad Legislative Board Fund

Sec. 159B. The sum of 20 cents per quarter per member shall be set aside as required by Sec. 145A of this Article out of the per capita tax paid to Grand Lodge for the establishment and maintenance of a State Railroad Legislative Board Fund. This fund is to be under the direction of the Secretary-Treasurer of Grand Lodge. All monies received for the State Railroad Legislative Board Fund shall be kept separate and distinct from any and all other funds and shall be deposited in a reliable bank or banks approved by the Board of Trustees of the Grand Lodge and to the account of the State Railroad Legislative Board Fund, Brotherhood of Railroad Signalmen of America. This fund shall be used only for the purpose of defraying the cost of participating in State railroad legislation as may be deemed necessary.

Disbursement of State Railroad Legislative Board Fund

Sec. 159C. The President shall assign a Vice President to have charge of and appoint State Railroad Legislative Representatives. The Vice President so assigned shall have the right to appoint such representatives as he deems necessary in all matters involving State railroad legislation. The Vice President will render a report covering legislation affecting the members of our Brotherhood, to the President with copy to the Vice Presidents, General Chairmen and State Railroad Legislative Representatives. Salaries and expenses of members assigned to act as State Railroad Legislative Representatives shall be paid from the State Railroad Legislative Board Fund. A member so assigned shall be paid equal to the amount he would have earned during his regular assign-

ment, and if required to perform service on a rest day, he will be allowed the punitive rate not to exceed 8 hours; also he shall be paid actual expenses as provided for in Section 25, Article I, subject to the approval of the Vice-President in charge of legislative activities.

ARTICLE V

Locals Operating Under Union Shop Agreements

Sec. 1. The Provisions of Article V of this Constitution are applicable only to members on properties where Union Shop Agreements are in effect. Any provisions of the Constitution which are in conflict with any of the following sections of this Article are hereby superseded for the government of members represented by the Brotherhood of Railroad Signalmen of America, subject to Union Shop Agreement requirements.

Sec. 2. A member failing or refusing to pay his dues quarterly in advance shall not be considered as maintaining membership after the expiration of the first calendar month from the beginning of the quarter for which dues are payable. A member failing or refusing to pay his assessments as directed shall not be considered as maintaining membership after the expiration of time-limit so specified.

Sec. 3. Each Subordinate Lodge shall remit per capita tax to the Secretary-Treasurer of Grand Lodge and to the Secretary-Treasurer of the General Committee, quarterly. Remittances shall be forwarded to Grand Lodge and General Committee on or before the last day of the second month of each quarter.

Sec. 4. The Secretary-Treasurer of Grand Lodge shall prepare forms on which to report the amount of per capita tax, amount of acceptance fee and amount of assessments to be received from a Subordinate Lodge each quarter. He shall furnish these forms in triplicate to each Subordinate Lodge Secretary with the names of all dues-paying members shown thereon. The per capita forms shall be prepared and forwarded to the Subordinate Lodge Secretary not later than the first day of the second month of each quarter.

Sec. 5. An employe may make application for membership at any time within the 60-day period referred to in Union Shop Agreements. If such application is accepted, he shall pay dues for the entire quarter or balance thereof, commencing with the first of the calendar month in which the application is presented to the Financial Secretary of a Subordinate Lodge.

Sec. 6. An employe who has filed application for membership within the initial 60-day period referred to in Union Shop Agreements, shall be refunded, at his request, any and all monies paid by him, in the event he is furloughed, laid off or dismissed prior to the expiration of the 60-day period specified.

Sec. 7. An employe acquiring membership at the termination of the 60-day period referred to in Union Shop Agreements and who becomes furloughed prior to the completion of the quarterly period, shall be refunded, by the Financial Secretary of the Subordinate Lodge unless otherwise advised by the member, any and all dues paid by him, commencing with the calendar month following the date on which he is furloughed.

Sec. 8. The Secretary-Treasurer of Grand Lodge shall furnish to each Subordinate Lodge and General Chairman the supply of forms necessary to terminate the service of a member or members as outlined in Union Shop Agreements. The type of forms to be used are to be listed as following sections to this Article. It shall be the duty of Subordinate Lodge Financial Secretaries and the General Chairman or his designated representative to execute and forward such forms to parties involved by United States Mail.

Sec. 9. Form US-1, to be served by Subordinate Lodge Financial Secretaries to all men commencing employment on the railroad, not later than 10 days prior to the expiration of the 60-day period referred to in Union Shop Agreements: (Note: Form US-1 is not reprinted here but for the information of readers it is a letter which is to be sent to all new employes inviting them to join the Brotherhood. The letter also stipulates the requirements for membership.)

Sec. 10. Form US-2, to be used by Subordinate Lodge Financial Secretaries when notifying the General Chairman of a member or members in violation of the Union Shop Agreement: (Note: Form US-2 is not reprinted here but for the information of readers it is a form letter which contains space to list the name, address, and occupation of the member in violation of the union shop agreement.)

Sec. 11. Form US-3, type of form agreed to between management and organization to be used by general chairman or his designated representative when serving formal notice on the carrier of an employe in violation of the Union Shop Agreement: (Note: Form US-3 is not reprinted here but for the information of readers it is a form letter containing space to list the name, address, and railroad title of the person who has failed to comply with terms of the Union Shop Agreement.)

Sec. 12. In the event of an agreement providing for monthly check-off of dues and/or assessments under the payroll deduction plan, provisions will immediately be made in the constitution for handling of same.

BLS Index Down

Latest U. S. Labor Department figures on retail prices of goods and services bought by moderate-income urban families show a slight decline in the cost-of-living index.

On August 15 the BLS Index (old series) was 192.3. On September 15 the Index (old series) dropped to 191.4.

Under terms of the March 1, 1951 Agreement covering signalmen, rates of pay are adjusted upward or downward every three months with the rise or fall in the BLS Index. The next adjustment will be due on January 1, 1953 and will be governed by the Index figure for November 15, 1952.

Board Favors Pay Boost for Non-Ops in Canada

✦ A federal conciliation Board in Canada last month recommended an increase in pay for non-operating railmen which would amount to about 16 cents per hour. Employes had requested a pay boost of 45 cents per hour. Demands for a union shop, a cost-of-living escalator clause, and an effective date of Sept. 1 were turned down.

The railroads have accepted the Board's report but the employes' negotiating committee have expressed dissatisfaction and have asked for further negotiations.

New Method of Artificial Respiration

THE American National Red Cross has adopted and is teaching a new method of artificial respiration after extensive research in the fields of respiration and asphyxia.

Known as the back pressure-arm lift method, the new procedure has been used in Norway and Denmark for many years and is said to be superior to the prone pressure method which has been taught in this country for many years.

Research leading to the change in method started prior to World War II when specialists in the field began to doubt the superiority of the prone pressure method. Since that time the Army Chemical Corps conducted extensive research to determine the comparative values of various methods.

The investigation showed that the prone pressure method was less effective in the amount of air exchanged. The chest is compressed but not actively expanded by that method. However, the chest is actively expanded and compressed by the rescuer when the back pressure-arm lift method is used. Several other methods were found satisfactory in that respect but were considered unsatisfactory for other reasons.

The back pressure-arm lift method was considered best because it does not tire the operator unduly, can be performed by a small person on a heavy victim, and is relatively easy to teach.

After a recent meeting of interested agencies and organizations, the National Research Council recommended the back pressure-arm lift method as preferable. The new method has now been adopted by the armed forces, the Boy Scouts of America, Camp Fire Girls, Inc., the YMCA, the Red Cross, and various industrial corporations. The Red Cross will include the new method in first aid and life saving courses.

However, the Red Cross points out that the millions of persons already trained in the prone pressure method should continue to use it until they have received training in the new method.

SAVING A LIFE BY ARTIFICIAL RESPIRATION

If breathing stops because of electrocution, drowning, sedative poisoning, gas poisoning, suffocation, or poliomyelitis, start artificial respiration immediately. Don't delay—seconds count. As soon as possible, send someone for a physician.

Executing the Back Pressure-Arm Lift Method

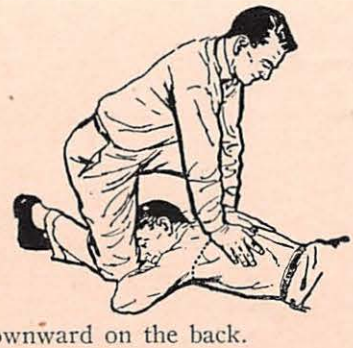
1. Position of the subject

Place the subject in the face-down, prone position. Bend his elbows and place the hands one upon the other. Turn his face to one side, placing the cheek upon his hands.

2. Position of the operator

Kneel on either the right or left knee at the head of the subject facing him. Place the knee at the side of the subject's head close to the forearm. Place the opposite foot near the elbow. If it is more comfortable, kneel on both knees, one on either side of the subject's head. Place your hands upon the flat of the subject's back in such a way that the heels lie just below a line running between the armpits. With the tips of the thumbs just touching, spread the fingers downward and outward.

3. Compression phase



Rock forward until the arms are approximately vertical and allow the weight of the upper part of your body to exert slow, steady, even pressure downward upon the hands. This forces air out of the lungs. Your elbows should be kept straight and the pressure exerted almost directly downward on the back.

4. Position for expansion phase

Release the pressure, avoiding a final thrust, and commence to rock slowly backward. Place your hands upon the subject's arms just above his elbows.

Illustrations and text from American Red Cross instructions

5. Expansion phase

Draw his arms upward and toward you. Apply just enough lift to feel resistance and tension at the subject's shoulders. Do not bend your elbows, and as you rock backward the subject's arms will be drawn toward you. Then drop the arms to the ground. This completes the full cycle. The arm lift expands the chest by pulling on the chest muscles, arching the back, and relieving the weight on the chest.

The cycle should be repeated 12 times per minute at a steady uniform rate. The compression and expansion phases should occupy about equal time, the release periods being of minimum duration.

Forty B.R.S. of A. officers, including general chairmen, local chairmen and secretaries, attended the meeting held in New York City on Oct. 31 to discuss the union shop agreement covering Eastern carriers.

Union Shop Meeting Held for Eastern Officers

FORTY Brotherhood officers, from the Eastern section of the country, attended a meeting held in New York City on October 31 to get all available information on the proper administration of union shop agreements now in effect with Eastern carriers.

President Clark opened the meeting and briefly reviewed the history of the union shop movement which culminated in the signing of agreements with the Eastern Carrier's group on August 29.

"Now that we have this agreement," he told the group, "please remember that it is our primary intent to get and keep members in the Brotherhood, not to have men fired. We will tolerate no discrimination of any kind and no favoritism. Neither will we tolerate any lax administration of our union shop agreement."

Clark told the group that the purpose of the meeting was to discuss ways of administering the agreement with a minimum of trouble. "Through our experience on several roads with union shop agreements—on one road for a year and a half—we have learned several things and hope that we may be able to pass that knowledge along to you."

"Where union shop agreements have been in effect, we have had some trouble, but things are running smoothly now," Clark reported. "And, according to reports reaching me, up to this time no signal department employe has had his employment relation severed because of failure to conform to provisions of the union shop agreement. With proper handling, I believe it will be possible to maintain this record," he said.

The meeting resolved into a general question and answer period covering provisions of the new agreement. The most important are reprinted below for the benefit of readers.

Q. When does the agreement become effective?

A. All employes covered by the new union shop agreement must be members of the Brotherhood by Nov. 15, 1952, and remain members thereafter.

Q. What signal department employes are covered?

A. All classifications except those positions which are not subject to bulletin and displacement rules of working agreements. This generally includes all employes occupying positions below the rank of assistant supervisor.

Q. If an employe is refused membership in the Brotherhood, will he be dismissed?

A. No. An employe can be in violation of the union shop agreement only if he refuses to pay dues and assessments which are uniformly required of all members of a Local.

Q. When must dues be paid?

A. According to our Constitution, dues are payable quarterly in advance, within the first 30 days of each quarter.

Q. What is the correct procedure to take if a member fails to maintain his membership within the 30-day period?

A. At the expiration of the 30-day period the Local's financial secretary should immediately inform the general system chairman, on prescribed forms, of any employe who is in violation of the union shop agreement. The general chairman then may inform a designated carrier official on prescribed forms that the employe is in violation of the union shop agreement.

Q. How long will a new employe be allowed to work before becom-

(*Continued on page 366*)

(*Continued from page* 365)
ing a member?

A. New employes will have 60 days in which to become members.

Q. How will we know when the railroad hires a new man in the department?

A. The railroads have generally agreed on some form of notice, to be furnished at regular intervals to the proper Brotherhood officer, to keep the organization informed of additions and withdrawals from employment.

Q. Will members entering the armed services be required to maintain membership?

A. No. The agreement specifically exempts employes who are granted furloughs to serve in the armed forces or granted leaves of absence to engage in studies under an educational aid program sponsored by the federal or state governments.

Q. Are any other employes exempt from maintaining membership?

A. Yes. Employes who are furloughed account of force reduction, or are on leave of absence, or absent on account of sickness or disability, for a period of thirty days or more, will not be required to maintain membership after the thirty days. However, on their return to duty, they must again become members within 35 days.

Q. Will the check-off of dues be compulsory if agreements are made to include the check-off?

A. No. Under the law, each employe must give his consent before union dues can be deducted from his pay check.

Q. If an employe is furloughed and accepts employment in another department, will he be required to maintain membership in our organization and the organization representing the class or craft in which he accepts employment?

A. No. If he is furloughed for 30 days or more, he will not be forced to maintain membership in our organization, and will be entitled to a withdrawal card. He will have 60 days in which to become a member of the organization representing the class or craft in which he accepts employment.

Q. Would it be permissible under the union shop agreement to amend Local By-Laws in order to increase the initiation fee for new members?

A. We do not believe the agreement prohibits such action, but Grand Lodge will not recommend nor approve such action at this time.

Your Washington Reporter

By ALFRED M. GREEN

WHY should the United States open wide its gates to workers from Mexico, while making it more difficult for Canadians having temporary jobs in this country to enter?

That question was raised by a rail labor spokesman in testimony before the President's Commission in Immigration and Naturalization. Frank L. Noakes, a research director of the Maintenance of Way Employes, appeared before the Commission, representing both his Brotherhood and the Railway Labor Executives Association, to explain the double-barrelled problems of the railroad unions.

On the one hand, jobs of their members are being taken by Mexican nationals, thousands of whom have been entering the country both legally and illegally. On the other hand, members of the Waymen in particular who work on railroad divisions which cross the Canadian border, face difficulties in keeping their jobs due to "red tape" imposed by immigration legislation, Noakes said.

Noakes told the commission that the Mexican nationals have drifted even into Northern Michigan. Some of them enter the country as contract farm workers, but jump their contracts for more lucrative jobs in industry or on the rails. Others are "wetbacks" who have crossed the Rio Grande River illegally.

Many Seek Rail Jobs

He cited a report of the Immigration Service for last February, showing that 1,148 aliens had been arrested in that month, of whom all but 33 were Mexicans. More than a third of them were working on railroads.

An earlier report on roundups of aliens in Chicago, Detroit and Kansas City showed that, of 1548 arrested, 520 had railroad jobs.

"These Brotherhoods have no quarrel with the citizens of Mexico," Noakes made clear. "We sympathize with their sub-standard living conditions but we do not feel that the American worker should be required to subsidize Mexican workers by being displaced in their employment."

Also, he said "we welcome as citizens and fellow workers the many Americans of Mexican origin who work on the railroads in the Southwest."

As for the Canadian border difficulties, he said that Canadians with permanent or indefinite job assignments on the United States side are being required to pay a head tax and furnish visas, birth certificates, police records and documents of identity.

He urged that these requirements be lifted and that more attention be given to patrolling the Mexican border and seeing that Mexican nationals who are here illegally, be returned home.

Rails Lead Profit Parade

The railroads lately have again been leading the profit parade. Repeatedly, railroad shares have pulled the stock market out of the doldrums in recent months, and the explanation is easy to find on the financial pages of the daily newspapers every month as profit figures are announced.

The Southern Pacific, for instance, reported a profit of $51.5 million for the first nine months of this year—up more than 50 per cent from the same period of last year.

The New York Central, which reported a loss of more than $2 million last year, showed a 9-month profit this year of $7.6 million. The Pennsylvania's profits rose by 172 per cent, those of the Milwaukee by 108 per cent.

Despite all the talk about "ruinous taxes," other industries are not far behind. That is revealed in a Federal Trade Commission report comparing profit rates, after payment of all taxes, during last year with those of 1940, during the pre-war boom.

Profits Up, Despite Taxes

The report tells about the profits of 512 typical companies, grouped into 25 major manufacturing industries. In all but six of the 25, "these companies showed higher profit rates in 1951, after taxes, than in 1940," the F. T. C. says.

The largest profit rate increases were: Paper industry, 9.6 per cent to 15.1 per cent; petroleum and refining, 6.7 to 15.7 per cent; auto tires, 9 to 16.3 per cent, and matches, from 5.3 to 11.7 per cent.

Some industries had still higher rates of profits in 1951, such as industrial chemicals, 17.9 per cent, and motor vehicles, 18.7 per cent.

These profits were figured on "stockholders' investment," which includes a lot of past "stock water-

ing," so the earning rates are really even higher than they seem. Also they were based on a far greater volume than in 1940.

Total profits for 1951, after taxes, reached nearly $19 billion, or three times the 1940 figure.

Landlords out for Blood

Warnings that the real estate wolves would gouge tenants with the lifting of rent ceilings were borne out fully in reports reaching Washington following the removal of controls in many cities on September 30.

The Real Estate Lobby got their Taft-Republican and Dixiecrat friends in Congress to put through a law ending ceilings except in defense emergency areas, unless local governing bodies voted to keep the ceilings. As a result, the lid was lifted in some 900 communities, including such large cities as Detroit, and New Orleans, which failed to retain the ceilings.

Rents have been hiked all the way from 10 to as much as 200 per cent and tenants have been tossed into the streets, according to word received by Federal rent officials. And, as usual, the people in the lower income brackets are getting the roughest treatment from the landlords.

A boost from $48.75 to $80 a month in the rent charged an invalid and his wife in Detroit was cited as typical of the hardship cases. The wife, who supports herself and her husband, earns only $47.24 a week.

But such complaints are only the beginning, for rent officials said experience shows that the full effect of gouging by landlords does not show up for a couple of months after controls are lifted.

In some cities the situation was saved by the Defense Department, when it designated the cities as critical defense areas. However, that didn't always stop the organized landlords. In Akron, for example, they forced another decontrol resolution through the city council.

Shameful Judicial Scandal

One of the most shameful judicial scandals of recent times, involving the bribing of a Federal judge by one of the nation's largest industrial corporations, had new repercussions in the past month.

U. S. District Judge Albert L. Watson, in Scranton, Pa., ordered the Bethlehem Steel Corporation to return the Williamsport Wire Rope Company to its former stockholders. He upheld a report branding the purchase of the company by Bethlehem as a deal of fraud and bribery.

Watson declared that the original sale, back in 1937, was made through the connivance of former Federal Judge Albert W. Johnson of Lewisburg, Pa., after $250,000 in bribes was distributed by a Scranton attorney, John Memolo, who has since been disbarred.

Part of this cash went to Judge Johnson and his two sons, according to the report of a "special master in bankruptcy" which was approved by Judge Watson. The rest went to lawyers and others involved in the bankruptcy case.

Originally, Johnson was named to the Federal bench by President Calvin Coolidge at the request of the corrupt and reactionary Pennsylvania Republican machine, dominated by Bethlehem and other Big Business interests.

Why did Bethlehem pass out a quarter of a million dollars in bribes? That question is answered fully by figures in the official report of the court.

Bethlehem paid $3.3 million for the Williamsport Company, after Judge Johnson ruled it was "bankrupt," but the actual value of the company is now placed at $50 million.

That was theft on a grand scale, but apparently the only penalty, so far as Bethlehem is concerned, is to be ordered to give back what it stole.

School Lunch "Socialistic"?

The cry of "socialism" has been raised repeatedly during the recent political campaign. The fantastic lengths to which this bogey can be carried were demonstrated in Washington by a railroad attorney who recently was named to the school board in this "voteless city."

Robert H. Faulkner, a special counsel for the Atlantic Coast Line, was picked by the judges of the District of Columbia to fill a vacancy on the board, and one of his first actions was to declare that the city's school system is "going socialistic."

As proof he cited the school lunch program, which assures one decent meal a day for even the poorest pupil; the teaching of physical education which he believes should be left entirely to the parents; health checkup for pupils, and such "frills" as "playrooms."

"What are parents for?" Faulkner asked. "Just to have babies and pay taxes? I am really frightened about this socialism."

Faulkner's income enables him to live in one of the finer residential sections of Washington, and his children apparently never have had to worry about nutritious food or a place to play. Many of the youngsters in such neighborhoods go to private schools, since the public schools in the District of Columbia are not regarded too highly by people of wealth.

The people of Washington have no say about their school board, or any other agency of government, because they have no votes. For some reason, Congress has decided to leave the selection of school board members to the District judges, and they usually pick their friends. Nevertheless, several members of the school board were quick to deny Faulkner's charges and defend the schools.

Cavil-Cade

By Les Finnegan, for LPA

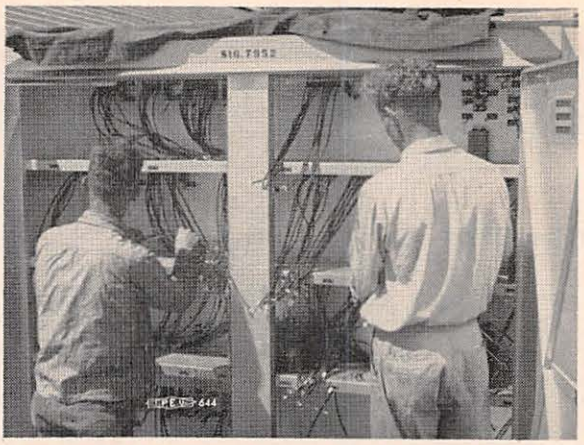
In Sydney, Australia, the zaniest and the most brilliantly successful exploitation of the "red scare" issue during 1952 was pulled off by Robert Clifford, a 29-year-old jack of all trades. Police who arrested him had to admit that Clifford was a versatile worker—so versatile they didn't know what to charge him with. Clifford applied for and obtained four different jobs in a row. On each occasion, as soon as he was hired, he phoned anonymously to the employer and advised him that he had just hired a Communist. Promptly Clifford was fired by each of the four companies and each time given a week's pay in lieu of notice.

In Schenectady, N.Y., the world's largest and richest electrical manufacturing company, General Electric, announced its intention of taking two paid holidays away from its union employes next year because the holidays happened to fall on Saturday, and at the same time announced that it planned to build a beautiful suburban office residence for its executives in Westchester, outside of New York City, so the brass hats will feel that they are on an almost continuous holiday.

In Pittsburgh, Pa., the president of Westinghouse Electric Corp. addressed a convention and learned to his embarrassment that every one of the newspaper photographers who took his picture on the stage had used General Electric flash bulbs.

In Paris, union leaders and millions of union members echoed a demand that the French government's cost-of-living index really reflect living costs. As a start they insisted that the government substitute cauliflower for tennis balls on the index.

Brother Dave Forrest, signal draftsman, checks a completed drawing. From drafting room to final installation, B.R.S. of A. men do work



Brothers B. O. Collins, left, and Doug Steele pull in wires and apply terminals after tagboards are laid out, drilled and tags placed

Brother Chet Blagg places a 6x9 case. After completion, u prior to

Western Pacific Streamlines Signal Construction Methods

Fitting out and wiring instrument houses by company forces saves time and speeds TCS installation over Eastern Division

By M. A. NOTTER, Local 179

WHEN the Western Pacific Railroad Company decided to extend its Traffic Control System eastward from Portola, California, to Salt Lake City, Utah, a distance of 605 miles, one of the problems confronting the project was the possibility of partial or complete work stoppages during the severe winters of northern Utah and Nevada. Because of this, consideration was given every possible means by which construction could be speeded during the summer months. As a consequence, with the authorization of the first installation of TCS between Portola, California, and Gerlach, Nevada, early in 1949, it was decided that all remaining cases and houses would be fitted out and wired by men of the Company's signal department.

While it was believed that the new arrangement presented several advantages, the primary gain would be the resultant saving of time due to all production schedules being controlled and established by signal engineer's office and not being dependent upon outside parties.

Since it was desirable that all work be done at a centralized point, facilities were erected on the property at Sacramento, California, which included a modern warehouse, quonset-type shop building, storage sheds and loading platforms. A mobile crane unit was purchased for the handling of heavy cases and houses and the shop outfitted with the latest in equipment such as lathes, bench grinders, drill press, cutting and welding outfits and test equipment. At the same time, the concrete products yard previously located at Livermore, California, was moved to Sacramento, bringing together a complete terminal from which to carry on this and all subsequent signal construction projects and repair work.

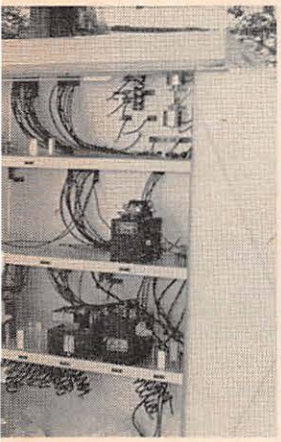
Upon completion of the Sacramento facilities, a wire gang was assembled under the supervision of signal foreman Brother R. B. Kunde, who, working from plans designed and prepared by the signal engineer's staff at San Francisco, soon had the first shipments of completed units rolling eastward to be set on location and tied in.

To date, the signalmen of this gang have fitted out and wired approximately 450 new cases and houses and converted 71 style "B" semaphores to searchlight signals. In addition to this regular work, they handle all routine repair and overhaul jobs that daily find their way into the shop.

The over-all results of the Western Pacific's decision to set up shop to wire cases and houses on their property would tend to prove the soundness of the scheme. Not only has it been an important factor in speeding up installation of their Traffic Control System, but it fits nicely into the signal department's personnel training program. Because each man assigned to the signal shop gang has the opportunity to work with the various steps of preparing a case or house for field installation, it gives him a basic knowledge of the equipment and the integral part each piece plays in the system.

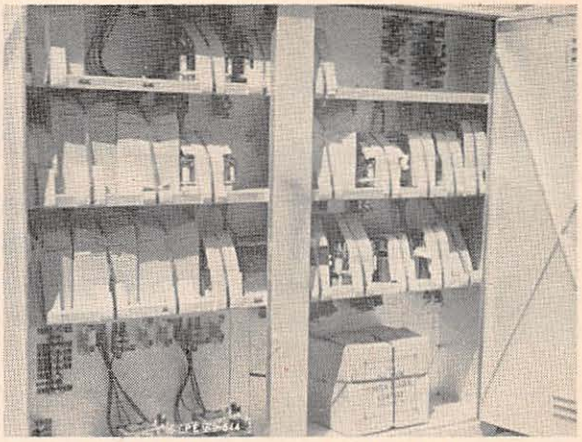
At present, approximately 20 men are assigned to the signal shop gang and at the last accounting, all were members of the B.R.S. of A. The accompanying photographs show layout of the shop and various steps of fitting out and wiring of cases and houses from the time they are conceived on paper until they are ready for field installation.

This is a general view of the signal shop at Sa except during rainy weather.



d hooks up apparatus in a its are checked by inspector hipping

Brother Charlie Rhines, signal foreman, seems satisfied as he checks over a completed case before it is strapped down for shipment



Here is a finished case strapped and ready for shipment to field forces. Straps are put on with a special strapping tool

ramento, Calif. All work is done outside

Shop Gang and Draftsmen 100% B.R.S. of A.

Here is the W.P. 100% B.R.S. of A. signal shop gang. Left to right: R. B. Bird, C. A. Rhines, W. J. Walker, D. P. Steele, B. O. Collins, D. J. Stieger, H. F. Simon, B. T. Murfin, R. J. Ansman, J. E. Walden, B. A. Robarge, D. K. Dollahite, T. A. Willoughby and C. V. Blagg. When this picture was taken the men were wiring cases and houses for the Wendover-Salt Lake City territory.

Brother H. F. Simon puts the finishing touches to a 6x8 carrier house.

This is the drafting room force of the W.P. signal engineer's office. They handle the engineering end of all signal projects, from crossing projects to a million dollar TCS installation. Back row, left to right: M. A. Notter, R. W. Heard, D. W. Forrest, B. L. McNeil, Jr., and H. F. Flynn. Front row, left to right: O. R. Best, W. J. Pearson, F. Veal, R. R. Gifford, and E. L. Wall, Jr.

AAR Signal Section Holds Annual Meeting

Speakers and committee reports point up importance of modern signaling systems to more economic operation of railways. Clark addresses group.

R. H. C. Balliet
Secretary, Signal Section

R. W. Troth
Chairman, Signal Section

THE 54th annual meeting of the Signal Section, Association of American Railroads, held in Quebec City, Quebec, Canada, Sept. 29-30 and Oct. 1, brought together top signal department personnel from U. S. and Canadian railroads to review work of the committees, plan activities for the coming year and hear addresses from leaders in the industry.

Registration for the three-day meeting totaled 845, of which 517 were men and 328 women. Speakers included R. W. Troth, superintendent of communications and signals on the St. Louis-San Francisco R.R.; Jesse Clark, president of the B. R. S. of A.; N. R. Crump, vice president of the Canadian Pacific R.R. and S. F. Dingle, vice president of the Canadian National Railways.

In his opening remarks, R. W. Troth, vice chairman of the Section and presiding officer (E. S. Taylor, chairman of the Section, died in June), touched upon the rapid growth of railway signaling systems in the past few years and the effect such systems have had on railroad operation.

"Not too long ago," he said, "signaling was thought of only as a system to improve safety and was regarded by old time operating officials as a means of delaying trains. Today, signaling plays a vital part in train operation," he declared.

Troth reviewed the phenomenal growth of centralized control systems, from 40 track miles in 1927 to 18,821 track miles as of January 1, 1952, and credited such systems with greatly improving train operation.

"With the exception of Diesel locomotives there is probably no other system, method, or device available which has done more to improve train operation than CTC," he said.

Pointing out that the Signal Section has played an important part in the acceptance and development of modern signaling systems, Troth suggested that more members should take an active part in the work of the Section.

Troth also called on railroad managements to send all signal supervisory forces that can be spared from work to the annual signal section meetings.

"Much can be gained by both the man participating and by his railroad," he declared, pointing out that personal contacts made with other railroad signal department personnel, the exchange of ideas and becoming acquainted with new and improved devices, would be helpful to any one in attendance.

Troth also had a special message for signal engineers.

"We are living in a fast moving world," he said, "and the person who does not keep abreast of the times will soon find himself lost. The signal engineer who does not keep his management posted on up-to-date developments in the signal field and call their attention to systems of signaling which will provide greater safety and expedite the movement of trains is derelict in his duty."

He reported that some of the finest operating officials received their basic railroad training in the signal department and suggested that "where we have men whom we believe to be qualified we should recommend them to the operating officials as signal work today furnishes an excellent background for railroad men."

Troth wound up his remarks by calling on the men in signal departments to get solidly behind the safety movement to eliminate personal injuries on the railroads.

Clark Proposes Improvements

B. R. S. of A. President Jesse Clark was one of the featured speakers during the three day meeting.

In his address he proposed two ways in which signal departments could be improved and offered his suggestions for the consideration of the assembly.

"First," he said, "I propose and urge all carrier managers to give consideration to removing signal departments from under the jurisdiction of any other department. In my opinion, the signal departments on the nation's carriers have grown up and we no longer need to be 'nursed' or held under the wing of the engineering department or any other department.

"We have proved our worth, earned our spurs, and should be permitted to manage our own affairs only subordinate to top operating management," he said. "It will be my purpose and intent to shout this from the housetops and I will not hesitate to express my opinion and recommendation to every railroad president I meet."

President Clark went on to point out that there was a definite shortage of skilled mechanics—signalmen—to perform the work to be done, and in his second proposal called for enlightened negotiations to set up training programs for signalmen on each individual railroad which would be acceptable to the carriers and a help to the employes.

Admitting that the setting up of an adequate training program would require concessions from both management and the Brotherhood, and that both were probably responsible in some measure for the lack of suitable training programs to date, Clark enumerated some of the conditions which have existed and need to be corrected.

"Generally, the carriers have been unwilling to establish schools or an adequate training program because of some additional expenditure of money," he declared. "Perhaps if the signal officials had more to say about their allotments and how they are to be spent, we would not have this difficulty. Certainly such a training program

would entail extra cost. We would need places to meet, textbooks, instructors, and actual equipment to work on.

"But if we think of the millions that are being spent by the carriers for improved signal facilities and devices we should readily agree that it is short-sighted not to have the best trained and skilled mechanics to install and maintain them," Clark said.

Turning to the other side of the picture, Clark pointed out that the Brotherhood had also been short-sighted in meeting the problem.

"We have been unwilling to permit management to weed out the undesirable and those who think more of the pleasures of life than to try to further their own knowledge of the art. We have been unwilling to permit management to transfer employes who are in training from point to point in order that they might acquire knowledge of the several phases of signaling. We have insisted on too rigid application of seniority rules to permit the establishment of training points or territories," he said.

Clark reported to the group that the Brotherhood had made a progressive step to correct these conditions at the last convention, when delegates unanimously adopted a basic set of rules for setting up adequate training programs which would be neither burdensome to the carriers nor detrimental to the welfare of the employes.

In closing, he told the group that "we are now ready and willing to sit down with our managements with an open mind, either collectively or individually, in an effort to bring about the establishment of a definite training program, while looking progressively to the future."

In their addresses to the meeting, both Canadian railroad officials touched on the tremendous industrial growth of Canada, and the corresponding change of railroading in Canada.

Canadian Progress Reported

According to Mr. Dingle, vice president of the Canadian National, the C.N. has materially improved operating performance and he said a "substantial part of the credit for this increased efficiency must certainly go to signal installations."

"Even as recently as 1927 there was very little signaling on Canadian Lines," he reported. "Today an extensive mileage of main lines and terminals has been equipped with modern signaling devices and all of us in the business over here are continuing to extend our signal installations."

The C. N. official said that his railroad has 487 miles of centralized traffic control in operation now and plan to add an additional 500 miles of CTC and other signaling in the next five years. Mr. Dingle also pointed out that the C.N. has, in its Montreal terminal, one of the largest interlocking installations in America. The interlocking area covers nearly nine miles of road and the number of main tracks varies from two to six, so that a total of 28 track miles is included in the plant.

Mr. Dingle also praised the work of the Signal Section.

"There is no doubt in my mind," he said, "that many of the railroading achievements now regarded as common-place on this continent have been made possible by the work you men are carrying on behind the scenes."

N. R. Crump, vice president of the Canadian Pacific, reported that the C.P. has approximately 3,000 miles of trackage equipped with signals, the majority being of the searchlight colorlight type. He also pointed out that the road's classification yard at Montreal is one of the newest and most modern in America, using push button control for automatic switching and retarders.

R. H. C. Balliet, secretary of the Signal Section, reported a gain in membership in the past year, bringing the total membership as of Sept. 29, 1952 to 2,188. He urged members to procure at least one new member each reminding them that any person engaged in railway signaling, or associated with the industry, was eligible for membership. Readers who may be interested should contact their supervisor or write Mr. Balliet at 59 E. Van Buren St., Chicago 5, Ill.

The most important work of the Signal Section is carried on by the 12 standing committees, whose members are charged with the job of revising and keeping up-to-date the AAR Signal Section Manual. This Manual of recommended signal practice contains the specifications and important standards, findings and conclusions developed over the years by the Section.

While most of the technical data in the Manual is for the information of supervisory forces, some of the conclusions and findings of the committees are of paramount interest to every signal department employe.

A. M. Crawford, PRR, is chairman of Committee 1, whose reports on the economics of railway signaling proved both interesting and informative

For instance, reports of Committee 1 on the economics of railway signaling continually point up the fact that modern signaling systems are slashing railroad operating expenses by expediting the movement of trains, in some cases with fewer employes.

Committee 1 reports covered various new apparatus and devices being used in the field and several signaling systems now in operation. From the economic standpoint, here are some of the outstanding reports, in a condensed version:

The installation of a No. 20 equilateral turnout, replacing a No. 20 turnout, in high speed territory, resulted in a saving of $10,295 per year on an investment of $2,100. The annual return on this investment was figured at 486%. The installation permitted faster train speeds, reduced maintenance and material replacement costs, and saved on locomotive fuel.

The installation of new yard facilities, including car retarders, by one railroad, resulted in a net annual saving of $1,340,158. The complete installation cost the railroad $3,183,000. The annual return on the capital investment was reported to be 48.4%.

The installation by one railroad of CTC for a distance of 67 miles on one track, at a cost of $543,045, brought an annual return on the capital investment of 27.3%. The installation of the CTC allowed the removal of a second track and signaling facilities. The second track was in such bad shape that it would have needed replacing, which would have involved the expenditure of $1½ million.

A report covering the installation

of propane gas switch heaters on 57 switches and 2 derails by one railroad, at a cost of $76,589 showed a savings amounting to a 55.1% annual return on the investment. This equipment would also pay for itself in less than two years.

Other reports of Committee 1 showed similar savings from the installation of signaling systems or the methods used to install such systems. All of which points to the increasing importance of signaling systems and the men who maintain and install such systems, on the nation's railroads.

Officers of the Section for the coming year will be as follows: R. W. Troth, St. L.-SF, chairman; W. N. Hartman, C. & O., first vice chairman; and T. W. Hays, U.P., second vice chairman. The Committee of Direction will include the above named officers and D. W. Fuller, A.T. & S.F., past chairman.

Massachusetts Laws on Track Motor Cars

✦ IN the November *Journal* we listed the laws of 18 states which govern track motor car operation by railroads. With the addition of Massachusetts this month the list is now complete, although certain other states are considering similar legislation.

AN ACT REQUIRING CERTAIN LIGHTS ON TRACK MOTOR CARS OPERATED BY COMMON CARRIERS BY RAILROADS

Be it enacted by the Senate and House of Representatives in General Court assembled and by the authority of the same, as follows:

SECTION 1. Chapter 160 of the General Laws is hereby amended by inserting after section 176, as appearing in the Tercentenary Edition, the following section: — Section 176A. Every railroad corporation shall equip each of its track motor cars operated between points in the commonwealth during the period from thirty minutes before sunset to thirty minutes after sunrise on the day next following with an electric headlight of sufficient candle power when lighted to render plainly visible during clear weather, at a distance of not less than three hundred feet in advance of such car, any track obstruction, warning sign or grade crossing, and with an electric tail light showing red to the rear when lighted, of sufficient candle power as to be plainly visible at a distance of three hundred feet, in clear weather, or with such a head or tail light or lights as any regulatory authority may require or prescribe for use in place thereof.

SECTION 2. This act shall take effect on January first, nineteen hundred and fifty-three.

Approved: March 26, 1951.

AN ACT REQUIRING TRACK MOTOR CARS OPERATED BY RAILROADS TO BE EQUIPPED WITH WINDSHIELDS AND CANOPIES OR TOPS

Be it enacted by the Senate and House of Representatives in General Court assembled, and by the authority of the same, as follows:

SECTION 1. Chapter 160 of the General Laws is hereby amended by inserting after section 163 the following section:—*Section 163A.* Every railroad corporation shall equip each of the track motor cars operated by it with a windshield and a device for cleaning such windshield, which device shall be maintained in good order and shall be so constructed as to be controlled and operated by the operator of said track motor car; and a canopy or top of such construction as to adequately protect the occupants of such cars from rain, snow and inclement weather. It shall be unlawful for any railroad corporation to operate any track motor car unless it is equipped with a windshield and canopy or top as provided in this section.

SECTION 2. This act shall take effect on December thirty-first, nineteen hundred and fifty-four.

Approved: June 12, 1952.

AMERICAN RAILWAY SIGNALING PRINCIPLES AND PRACTICES

The following chapters are now on sale at the Secretary's office:

CHAPTER	Price per copy
II—Symbols, Aspects and Indications (Revised 1946)	$ .30
III—Principles and Economics of Signaling (Revised 1946)	.35
IV—Centralized Traffic Control	1.00
V—Batteries (Revised 1948)	.35
VI—Direct Current Relays (Revised 1941)	.20
VII—Non-coded Direct Current Track Circuits (Revised 1948)	.20
VIII—Transformers	.20
IX—Rectifiers and Battery Chargers (Revised 1948)	.30
X—Alternating Current Relays (Revised 1951)	.30
XI—Non-coded Alternating Current Track Circuits (Revised 1951)	.35
XII—Semaphore Signals (Revised 1948)	.30
XIII—Light Signals and Light Signal Lamps (Revised 1949)	.35
XIV—Definitions (Revised 1949)	.50
XV—Automatic Block Systems	.20
XVI—Interlocking	Out of Stock
XVII—Mechanical and Electro-Mechanical Interlocking (Revised 1947)	.30
XVIII—Electro-Pneumatic Interlocking	Out of Stock
XIX—Electric Interlocking (Revised 1950)	.40
XX—Interlocking Circuits (Revised December 1941)	.45
XXI—Hump Yard Systems (Revised 1948)	.35
XXII—Manual Block System and Rules Governing Opposing and Following Movement of Trains by Block Signals; and Fundamental Theory of Direct Current (Revised March 1942)	.30
XXIII—Highway Crossing Protection	Out of Stock
XXIV—Power Distribution Systems and Lightning Protection	.20
	$6.90

SPECIAL PAMPHLET

Electronics As Applied To Railway Signaling	.35

Remittance should accompany all orders unless chapters are ordered by railroad requisition. Checks or money orders should be made payable to the Association of American Railroads. Order from R. H. C. Balliet, Secretary, Signal Section, Association of American Railroads, 59 E. Van Buren St., Chicago 5, Ill.

Summaries of Applications Filed with Interstate Commerce Commission for Approval of Extensive Changes or the Installation of New Equipment

Norfolk & Western. Application for approval of the following proposed installation of traffic control system in lieu of automatic block signal system at Roanoke, Va., on Roanoke Terminals and the Radford Division between First Street S.W., Roanoke, Va., and Mile Post 264: Installation of 2 controlled position-light bridge signals and electric locks on 11 hand-operated switches; change of aspects of signals 10L, 12L and 2632; and removal of automatic signals 2588 and 2596 . . . To expedite train movements.

Atchison, Topeka & Santa Fe. Application for approval of the following proposed modifications of automatic block signal system and interlocking at Belen, N. Mex., on the Pecos and New Mexico Divisions: Installation of 6 home and 2 automatic color-light signals, 1 automatic semaphore signal, 1 power-operated switch, and 1 power-operated derail, relocation of 2 power-operated switches, change of aspects of 15 home and 2 automatic signals, and removal of 4 home and 1 automatic semaphore signals . . . To conform with new system of signal aspects and proposed track changes.

Texas & New Orleans and **Houston Belt & Terminal.** Application for approval of the following proposed modifications of interlocking 134, Pierce Jct., Texas, at crossing of Houston Terminals Division of Texas and New Orleans Railroad with Houston Belt & Terminal Railway: Replacement of mechanical interlocking with automatic interlocking, including installation of 1 color-light dwarf and 2 home and 1 dwarf searchlight signals, change of 1 hand-operated switch to power operation, and removal of 2 semaphore home signals and 2 mechanically operated main-track derails, on T.&N.O. R.R.; installation of 2 home and 2 inoperative approach color-light signals, and removal of 2 semaphore home signals and 2 mechanically operated main-track derails, on H.B.&T. Ry.; and removal of 1 mechanical interlocking machine and all mechanical interlocking facilities . . . To modernize interlocking incident to installation of traffic control system on T. & N. O. R.R.

Baltimore & Ohio Chicago Terminal. Application for approval of the following proposed installation of automatic block signal system in lieu of manual block signal system between Mile Post 16, Blue Island Junction, and Mile Post 30, McCook, Ill.: Installation of 18 two-unit position-color-light high signals and 3 one-unit position-color-light dwarf signals, and removal of 4 inoperative signals and 2 semaphore signals . . . On account of extending automatic signals in this territory.

Union Pacific. Application for approval of the following proposed installation of automatic cab signal system and traffic control system with control machine at Cheyenne, Wyo., in lieu of automatic block signal system between Mile Post 510, Cheyenne, and Mile Post 565, Laramie, between Mile Post 510, Cheyenne, and Mile Post 554, Dale Jct., via Speer, and between Borie and Speer, a distance of approximately 5 miles; installation of traffic control system with control machine at Cheyenne, in lieu of automatic block signal system between Speer and Carr, a distance of approximately 12 miles; modifications of interlocking at Cheyenne, and discontinuance of mechanical interlocking at Borie, all on the Wyoming Division:

Between Cheyenne and Laramie:

Installation of 8 two-unit (4-4-aspect) 20 two-unit (4-2-aspect) and 18 four-aspect searchlight high signals, 10 four-aspect and 2 two-aspect searchlight dwarf signals, 90 four-aspect color-light high signals, 31 power-operated switches, 1 power-operated split-point derail and 10 controlled electric locks on switches, and removal of 2 two-unit (3-2-aspect), 38 three-aspect and 3 two-aspect color-light high signals, 3 three-aspect and 6 two-aspect color-light dwarf signals, 4 three-aspect searchlight high signals, and 46 double-arm semaphore high signals;

Between Cheyenne and Dale Jct., via Speer:

Installation of 2 three-unit (4-4-4-aspect), 2 three-unit (4-4-2-aspect), 7 two-unit (4-4-aspect), 11 two-unit (4-4-aspect), and 9 four-aspect searchlight high signals, 1 two-unit (4-4-aspect, and 9 four-aspect searchlight dwarf signals and 48 four-aspect color-light high signals, 15 power-operated switches and 3 controlled electric locks on switches, and removal of 1 double-arm and 7 single-arm semaphore high signals;

Between Borie and Carr via Speer:

Installation of 3 two-unit (4-2-aspect) and 3 four-aspect searchlight signals, 3 four-aspect searchlight dwarf signals, 16 four-aspect and 1 three-aspect color-light high signals, 3 power-operated switches and 2 controlled electric locks on switches, and removal of 13 double-arm and 26 single-arm semaphore high signals and 1 two-position color-light dwarf signal;

At Cheyenne interlocking:

Installation of 3 two-unit (3-2-aspect) searchlight bridge signals, 1 power-operated crossover, 1 power-operated switch and 1 power-operated split-point derail, relocation of signals 1A and 2A, and removal of searchlight dwarf signal 4;

At Borie interlocking:

Installation of 1 three-unit (4-4-4-aspect) and 1 three-unit (4-4-2-aspect) searchlight bridge signals, 3 two-unit (4-4-aspect) and 1 four-aspect searchlight bridge signals, 1 two-aspect searchlight dwarf signal, 4 power-operated switches and 2 controlled electric locks on switches, to be controlled from traffic control machine, and removal of mechanical interlocking machine, 1 three-unit (3-3-2-aspect) and 2 two-unit (3-2-aspect) searchlight high signals, 1 two-aspect color-light dwarf signal, 4 semaphore dwarf signals, 1 single-arm semaphore high signal, 3 Hayes and 4 split-point derails, and all mechanical interlocking appurtenances . . . On account of proposed change of line, and to comply with requirements of orders of the Commission.

Chesapeake & Ohio. Application

for approval of the following proposed installation of traffic control system, with control machine in dispatcher's office at Peru, Ind., in lieu of manual block system between Mile Post 162, Peru, and Mile Post 252, Griffith, Ind., on the Chicago Division: Installation of 28 home and 14 dwarf controlled signals and 41 high and 13 dwarf automatic signals, 14 power-operated switches, electric locks on 15 hand-operated switches and on 1 hand-operated derail, change of aspects of 7 high and 2 dwarf signals, and removal of 10 high signals, 18 manual block and 18 train-order signals; installation of 2 dwarf signals and 1 electrically locked ground-lever operating 2 pipe-connected derails on Pere Marquette District track and removal of 1 crossing gate, at crossing at La-Crosse; and relocation of 2 home signals and 2 power-operated switches, and arranging to control all functions at Beatrice from control machine at Peru . . . To improve operating conditions and increase safety.

Equipment Orders

Reading has placed an order with the Union Switch & Signal—Division of Westinghouse Air Brake Co. for the necessary material to install new interlocking facilities at Third Street, Bethlehem, Pa., which will be remotely controlled from "BY" interlocking, a distance of 9,000 feet. In addition to the Style C control machine, the order includes code equipment, Styles TR signals, M-3 electric switch machines, SL 6A electric switch locks, relays, rectifiers, transformers, housings, etc.

Atlantic Coast Line has awarded a contract to the Union Switch & Signal—Division of Westinghouse Air Brake Co. covering the installation of C.T.C. on 110 miles of single track between Tampa and Sanford, Fla. and 10 miles on the Bone Valley Branch. In addition to a 15-ft. Style C control machine, which will be located at Tampa division headquarters, the installation includes code and carrier equipment, Styles H-2 high and N-2 dwarf signals, M-23B dual-control electric switch machines, T-21 switch stands, SL-25 and SL-26 electric switch locks, coded track circuit apparatus, relays, rectifiers, transformers, housings, etc.

Canadian Pacific has placed an order with the Union Switch & Signal—Division of Westinghouse Air Brake Co. for the necessary material to install Style H-2 high and dwarf searchlight signals and Style M-3 electric switch machines at the Whittier Junction interlocking, Winnipeg, Man.

Chicago, Rock Island & Pacific has placed an order with the Union Switch & Signal — Division of Westinghouse Air Brake Co. for the necessary material to install remote control Missouri Division Junction Interlocking at Davenport, Iowa. In addition to the Style C control machine, which will be installed at Rock Island, Ill., the order includes code equipment, Style H-2 searchlight signals, M-23 B dual-control electric switch machines, relays, rectifiers, etc.

Southern has ordered equipment from the General Railway Signal Company for the installation of a relay interlocking at Elysian Fields, Louisiana and a remote control interlocking at Ooltewah, Tennessee.

Hudson & Manhattan has placed an order with the Union Switch & Signal—Division of Westinghouse Air Brake Co. for the necessary material to install new electro-pneumatic interlocking facilities at Caissons 1, 2 and 3, upper and lower levels, south of Hoboken Station. The new interlockings will be remotely-controlled from a route type machine which will be installed at Hudson Terminal. For normal direction of traffic, the switches and signals will be controlled automatically by a train-identification system superimposed upon the route control. The order includes electro-pneumatic switch machines and train stops, subway-type signals, relays, rectifiers, transformers, housings, etc.

Russell Joins G-R-S

John Miles Russell, office engineer with the Missouri Pacific Lines (Texas and Louisiana) has joined the General Railway Signal Company as sales engineer of the Company's St. Louis office.

Mr. Russell was born December 12, 1908 in Union, Mississippi, attended West Columbia Texas High School, and the University of Texas. In 1928 he was employed by the Missouri Pacific Lines as a signal helper, and successively held positions as assistant signalman, signalman, signal draftsman, signal foreman, and office engineer which position he held at the time he joined the General Railway Signal Company.

SIGNALMAN'S LAMENT

by Thomas

SO YOU'RE JUST STARTING WORK TODAY.... WELL LET ME GIVE YOU A TIP.....
TEST METERS
DON'T GET EXCITED, WHAT EVER HAPPENS ON THE RAILROAD..... KEEP COOL, DON'T RUSH.
JIM! 35 SWITCH JUST FAILED!
DON'T STAND THERE BOY! — LET'S GO!
SAFETY FIRST
ADVERT.
BAM!
THOMAS - LOCAL 18

Frank Edwards and his nightly newscast is heard coast-to-coast over the Mutual Broadcasting System. He is sponsored by the American Federation of Labor. For news that concerns you, listen to Mr. Edwards Monday through Friday on your Mutual station.

Political Inventory

The tremendous vote which swept Gen. Dwight D. Eisenhower into office is both a tribute and a charge. As the man who would reduce taxes, conclude the Korean War and provide better defense against Communism . . . more than 30 million voters wanted him for President. Once he takes office, those same 30 million voters will expect the general to deliver the answers.

Admittedly this is a troubled world . . . and it is likely to be one for a long time. Many of the nations friendly to us are in serious straits as the result of 2 world wars. Elsewhere, especially in the Orient, the teeming millions who live on the edge of destitution are easy prey to Communism . . . unless we can lead them away. Our involvement in the Korean conflict reaches into many homes and casts its shadow over many more. The climate was right for a man who could provide answers to these matters . . . preferably quick, simple solutions.

When you read the headlines classifying the members of Congress as Democrats and Republicans, it is well to keep in mind that party labels are sometimes misleading. The Republican-Dixiecrat combination will have control of both houses. Their vote can determine the calibre of legislation and leadership the country will receive during the next administration. This coalition has been functioning effectively for several years . . . and it has been strengthened through the recent election by the increase in Republican members. For instance, the last session of Congress contained 40 progressive senators and 55 reactionaries. The next session will contain 38 progressive senators . . . and 57 reactionaries. Gen. Eisenhower's Congress will be dominated by a Republican-Dixiecrat coalition. Their voting strength will be so great that they can deliver the legislation he requests . . . or, if they choose, they can block him at every turn.

The success or failure of his administration seems to hinge on the influence he is able to wield on a handful of key figures . . . some of whom opposed him bitterly before his nomination . . . and since. The majority of the American voters have turned to Gen. Eisenhower in the belief that he could convert the Republican promises into realities. Time will tell.

Real Estate Lobby Bluff

When the Allentown, Pa., real estate board reported that Allentown had 700 vacant dwelling units, the Daily News Digest offered to list the alleged vacancies . . . free of charge. Dan Jarrett, president of the real estate board, promptly ducked . . . alibied that it wouldn't be fair to release the alleged vacancies until the issue had gone before the city council . . . which is better than no alibi at all, perhaps.

A Second Chance at Life

What factory would hire a blind man to operate power machinery, polio victims to perform delicate assembly jobs, or advertise for skilled workers over 60?

The Roller-Smith Corporation of Bethlehem, Pa., has done all these things because its president, Albert Hubschman, has faith in the handicapped, thinks industry is missing a good bet in not hiring them.

Hubschman's firm employs 1,400 persons in 3 plants in Bethlehem and Allentown. As the only independent manufacturer of basic electrical equipment in the U. S., it competes with industrial giants like General Electric and Westinghouse. On the Roller-Smith production lines are many workers who are termed "unemployable" by other factories.

Among the elderly and handicapped employes are many who have been with the company since its inception nearly 50 years ago. Included are a 71-year-old assembler; a system clerk who is 61; a draftsman, 66; dozens of skilled craftsmen past 50; a drill press operator who is 26 and totally blind; polio victims over 50; and men with artificial legs.

Company officials say that the so-called "over-age" and "handicapped" workers are settled, skilled and eager to make good. "Every employe must pull his share of the load and every employe does," says Hubschman. He has records to prove it.

Russian Foul Ball

If you thought baseball was an American game . . . hold onto your ticket stubs. The Russians now claim that they invented baseball ages ago . . . under the name of "lapta." The Soviet magazine, Smena, says that American baseball is a beastly battle, a bloody fight with mayhem and murder. Evidently the Reds are basing their conclusion on what is happening to their allies in Korea.

If The Shoe Fits

It is poetic justice that San. William Jenner, Republican of Indiana, should be exposed as the recipient of a pension . . . since it was the same Senator Jenner who introduced the law which opened the relief rolls to publication . . . holding the unfortunate recipients up to public scorn. . . As Jenner said at the time, "so we can drive out the chiselers."

Rail Income Up

✦ ESTIMATED NET INCOME of 131 Class I railroads in September, 1952, after interest and rentals, amounted to $95,000,000, compared with $53,000,000 in the same month in 1951, according to a report of the AAR. Net income, for the first nine months of 1952, after interest and rentals, was estimated at $502,000,000, compared with a net income of $391,000,000 in the corresponding period of 1951.

In the twelve months ended September 30, 1952, the rate of return averaged 4.25 percent, compared with a rate of return of 3.78 percent for the twelve months ended September 30, 1951. Rate of return, calculated on earnings before interest and rentals, is based on the value of road and equipment as shown by the books of the railways, including materials, supplies and cash, less accrued depreciation.

HOW TO BUY

By SIDNEY MARGOLIUS, for Labor Press Associated

EXCEPT for heavy outerwear like coats and suits, December is not a good month to buy, especially on those goods traditionally considered gifts, like men's haberdashery, women's hosiery and lingerie and small household appliances. You can find reduced prices already on men's and women's suits and coats, children's snowsuits and other cold-weather garments, and women's dresses and skirts.

However, unless you need a new coat urgently, you'll do even better in January when the stores reduce their prices even more sharply in the mid-Winter clearances. The post-Christmas sales offer many good buying opportunities, particularly on appliances and housewares and clothing accessories. And look for the money-saving January shoe sales.

You'll also save money if you do some of your Christmas shopping late instead of early as the stores urge, except for those gifts that must be mailed out. After Dec. 15 stores start offering special prices on toys and other gift items.

The real headache is the continuing high price of food. The spread between farm and retail prices is getting wider and wider. Farm prices for many commodities have dropped sharply this year, but there's been only a slight decline in the prices you pay at the retail counter.

For example, Moody's Wholesale Commodity Price Index is down 20 percent from its February 1951 peak, but the Bureau of Labor Statistics has reported a drop of only **one-fifth of one percent** in the consumer price index. There have been especially sharp price drops at the farm level on foods, but you barely can see the reduction in your own cost of feeding a family. The Dun & Bradstreet wholesale food price index is 16 percent lower than it was in February '51. But retail food prices have dropped only slightly and are still about 2½ percent higher than a year ago.

The worst discrepancy is on meats, which should be more reasonable at the butcher's now as the result of recent sharp price reductions on livestock. This Fall the price of cattle on the hoof has been running as much as ten cents a pound less than last year at the livestock markets. But only a fraction of the price cut has reached consumers. The wholesale beef trade which turns the cattle into carcases pared its prices only three to six cents a pound, while the tags at the retail markets have been running only about two cents less than last year.

Spokesmen for food processors and distributors have been blaming the widening spread between farm and retail prices on higher costs of doing business and on keen demand (the population has grown and the new people as well as the old ones all insist on eating). One reason for the continued high price of beef despite heavy production and falling livestock prices is that wholesalers have put away a lot of it in storage. Storage stocks have been running about double the five-year average.

This situation calls for sharp shopping on the part of wage-earning families, notably by taking full advantage of cut-rate specials the food trade offers on some items to draw customers, like the sporadic but sharp cuts on pork loins and beef chuck, while avoiding as much as possible the items maintained at high levels.

If you have a freezer or locker, this is the time to take advantage of the meat specials. High as prices are, this is the season of heavy supply and meat will cost even more come warm weather again.

Here are other price trends and buying tips for December:

Cars: Some dealers are cutting prices on '52 models both in the form of outright reductions on so-called "executive" cars and higher trade-in allowances, in an effort to clean out this year's models before the new models come out.

Furniture: Most manufacturers have now raised prices of moderate-price bedroom and dining room furniture five percent. These increases will appear at retail in February.

Food Buying Calendar

Prices on pork cuts have come down more than those of beef recently. Fresh pork loin and fresh and smoked shoulders, butts and picnics have been featured at low prices in supermarket specials. The shoulders in particular have even been selling below last year's levels. Beef has come down very little except for occasional supermarket specials on beef chuck and hamburger. Veal is a little less expensive now, but lamb remains costly. Chicken currently has been commanding high prices, especially fryers and roasters, but duck has been selling at low prices due to heavy supplies. Turkeys are in huge supply, too, and have been selling for less per pound than roasters and fryers.

Use more fish and cheese at this time in place of high-priced beef. Stocks of frozen fish fillets are heavy and good buys are available. Also take advantage of the very low prices of canned tuna fish for casseroles and other dinner dishes, and lunch boxes. Best buys in cheese are cottage cheese and mild cheddar. Note that a pound of cottage cheese at 35 cents has as much protein food value as a pound of round steak at $1.19. Cheddar at 59 cents has even more protein value. Everybody still wants meat, of course, but the trick is to use the money-saving possibilities of cheese to supplement the reduced portions of meat made necessary by its steep price tag.

For the best in quality, buy union made goods and services.

Special Yearly Cards Available

C. L. Bromley, secretary-treasurer of Grand Lodge, has announced that Special Yearly Cards for 1953 are now available for those members who find it convenient to pay their B.R.S. of A. dues in advance.

The attractive Annual card is printed in green and gold on durable white stock. A yearly button is furnished with each card purchased.

You can't lose by paying your dues in advance, for if you become eligible for a free card account of sickness, or leave signal service, all dues paid in advance will be cheerfully refunded.

In 1952, approximately 15% of our membership lightened the load on their Local secretaries by buying the Yearly Cards. You can join this select group by sending your dues to your financial secretary now and requesting a Special Yearly Card.

ORGANIZATION NEWS

Ladies' Auxiliary

GLENDALE, CALIF. (Relay 9). Christmas Greetings from our Relay to all the others throughout this land, and a Happy and Prosperous New Year also.

Our November meeting was postponed to the first Friday in December, because Mrs. Bess Curle, President, was confined to her home on account of an eye affliction. We are happy to report that the eye is improving nicely and she will soon be out again.

The election of officers will take place at the December meeting and the report will be delayed to another month.

Mrs. Curle, who was elected secretary-treasurer of Grand Lodge, wishes to announce to all Relays that she has a supply of new Ritual-Constitutions which Relays can obtain from her, priced very reasonably.

A Finnish proverb—"A man is needed for a day, a dog for a week, a woman always."

A. M. SERVER

Long Island

BALDWIN, L. I. (56). On November 15, 1952, the employes of the T. & S. Department, Long Island Rail Road, entertained retiring and retired members at a party. The party was held in Local 56's meeting hall at 14720 Archer Place, Jamaica. The six retiring men were Joseph Schulz, Frank Pearsall, R. F. Francis, Wm. Kane, Wm. H. Harting, and C. J. Abrams, Jr. These men had aggregate service of 217 years. Retired members who attended included Geo. Eckstein, Wm. Streater, Frank Buonaito and "Jack" Frost. The entertainment committee, consisting of Brothers Gilmor, Moeller, Posa and Mashek served a satisfying lunch.

We were honored by the presence of S. B. Higgenbottom, signal engineer, who gave an interesting talk to the group.

The retiring men were presented wallets, inscribed with the Brotherhood insignia, a Pensioner's card and a sum of money. All had an enjoyable evening, and although the weather was inclement, a good crowd was present.

F.J.M.

P. & L. E.

CORAOPOLIS, PA. (170). We had a fair turnout at our regular meeting held on October 31, 1952, at the I.B.A. Club in Coraopolis, Pa.

At the meeting held on September 26, Brother O. P. Lepore resigned the office of chief signalman, and Brother R. C. Winnette was elected to succeed Brother Lepore. We also voted to make the dues a flat $7.50 per quarter and have just one fund—a general fund. We will continue to send flowers, but will not have a flower fund.

We have been informed that Brother Swesty needs six pints of blood. As you all know, Brother Swesty has been ill for the past year and he cannot afford the additional expense of six pints of blood. We are urging his friends to go to their Red Cross and give blood to Charles Swesty, at State Hospital, Hamburg, Pa.

EDWARD J. TAYLOR

Santa Fe

EMPORIA, KAS. (33). General Chairman Lewis and the undersigned recently covered the five gangs working on the Eastern Division. Taking everything into consideration, we met with a reasonable amount of success. However, I want to say I was surprised and shocked at conditions which existed. Surprised there were so many new men working who had not lined up in the Brotherhood and shocked that you good Brothers have not done something about it.

It seems that many of our members are under the impression that it is the duty of only the officers of the organization to see to it that all new men join our union. If it were otherwise I do not believe this condition would exist.

Your officers are elected by you to handle their particular assignment to the best of their ability and as economical as possible. If it should become necessary for someone to cover each division quarterly to line up new members and to remind the old members that dues are payable, the expense to your Local would be unbearable. I cannot believe you Brothers want or desire this kind of a set-up. It certainly would be easier for you Brothers who are working with these men, to see to it that they carry their full share of the burden by joining up and paying their way.

Your officers ask nothing but your full cooperation and it is your duty and responsibility to keep the men in your outfits and around you in good standing. I personally request every member of the Brotherhood to check up on the man next to you, and if he is a non member or delinquent, see to it he gets right with the organization.

It is your union. Get after the non and the laggard. See to it he pays for the benefits you are now paying for him. Explain to him why he should be in the union, and explain to the laggard why he should keep his dues up to date. Your organization is just what you Brothers make it, so let's all help out and make it a good one. I am sure your officers can and will be in a better position to work harder for you if you will just take care of the men who are free riding.

To date no more news on a new agreement. Mediation has broken down and arbitration has been proffered but as yet there is no information as to whether the company has agreed to arbitrate the rules in dispute. It seems to me that this is the least they could do. To me this would be democracy in action, and I have no doubt they will eventually agree.

S. P. CRESON

EXPERIENCED SIGNALMEN WANTED

For automatic block and CTC construction. Apply C. F. Grundy, Kansas City Southern Lines, 114 West 11th St., Kansas City, Mo.

Missouri Pacific

ST. LOUIS, MO. (72). At the present time the By-Laws of our Local are being revised. However, for your information, I am listing our meeting dates for 1953, and the amount of quarterly dues for each classification.

Dues for signal foremen, assistant foremen and signalmen are $6.75 per quarter; assistant signalmen, $6.60 per quarter; signal helper, $6.00 per quarter. At the convention held in Los Angeles, August 1952 the delegates revised the Constitution as follows: "The dues of each member of this Brotherhood shall not be less than $24.00 per annum." The Acceptance or Initiation fee for Local 72 is $10.00.

The regular stated meetings of our Local for 1953 shall be held as follows: In St. Louis, Missouri, on the second Friday of February, April, June, August, October and December. In Kansas City, Missouri, on the fourth Saturday of January, March, May, July, September and November. In Little Rock, Arkansas, on the fourth Sunday of February, April, June, August, October and December.

S. W. CRAIG, JR.

Lehigh Valley

PHILLIPSBURG, N.J. (57). Our annual banquet for retired members of Local 57, held at the Hillcrest Club in Phillipsburg, N.J., on November 1, was a great success and was attended by 110 persons.

Brother Harry Reinhard, who just retired this year, was the honored Brother on the retired list. Bother Reinhard entered service with the Lehigh Valley

110 members and guests attended a retirement party held by Lehigh Valley Local 57 on Nov. 1. Nate Snyder performed as master of ceremonies and President Clark was the featured speaker.

Railroad in 1906 and came through many a rough day, as did his fellow old-timers. Our best wishes to Brother Reinhard for a long and happy retired life.

Well, we certainly were honored at the banquet with such guests as President Jesse Clark, Vice President Carl K. Fields, and past Vice President D. C. (Clint) Cone—whom we wish good luck on retiring and whom we shall always remember.

President Clark, principal speaker, spoke of our retired Brothers who helped to make our organization great for more than 50 years, and hoped that the same spirit of loyalty and Brotherhood will exist for the next 50 years. He recalled that our Brotherhood has grown and become respected because of the stern quality, fortitude and foresight of these men.

Nate Snyder, our general chairman, was master of ceremonies and we did not have a dull moment from start to finish. Brother Nate spoke of getting old and of wanting to retire but the way he danced with the women, we think he is far from filing retirement papers. Also, Local 57 needs this "old buck."

Other guests who were present included E. J. Burman, Grand Lodge Representative; W. D. Wilson, general chairman of the Erie R.R.; John F. Hogan, general chairman of the D.L. & W. R.R.; I. R. Sherrick, local chairman of Local 151, L.V. R.R.; John F. Yerger, signal engineer of the L.V.R.R.; Carl Nelson, signal construction engineer, L.V.R.R.; Williard Varner, assistant construction engineer, L.V.R.R.; I. E. Harshbarger, supervisor signal shop, L.V.R.R.; George Horn, assistant signal supervisor, C.R.R. of N.J.; Howard Peney, signal supervisor, L.V.R.R.; Harold Murphy, assistant signal supervisor, L.V.R.R.; C. T. Merrick of the Kerite Co.; Mr. Marvin of General Railway Signal Co.; and Mr. John Hayden of the Exide Battery Co.

On entering the dining room our members and guests were surprised to see the symbol of our Brotherhood—a search light signal—displaying the green signal, and a set of crossing flashers in operation. These signals were mounted on the stage in the dining room and were about one-fifth actual size. Our thanks to John F. Yerger, our signal engineer, and the Sayre signal shop, for this splendid display.

Brother A. J. Bankovic, banquet committee chairman, did much to assure the success of this affair. We also wish to thank Brothers Henry Sandt, Richard Fredericks, Phillip Roccaro, Harry Marko, Hervy Pittenger and others for their cooperation. Also the women of the Harmony Presbyterian Church for the wonderful country style dinner they served.

MICHAEL J. SAR

Pennsylvania

GREENSBURG, PA. (62). Our meeting last month was well attended, and we hope the future meetings bring out many more members, both new and old.

Brother Dave Gililand from the Monongehela Division has taken the rocking chair route; he retired on Sept. 25, 1952. Here's hoping he takes it easy, and enjoys his retirement. He and Brother King can get together and talk over the electrification job.

We still have some members on the sick list and we wish these boys a speedy recovery. Included on this list are Brothers H. V. Drass, Bill Shean, and E. E. Thomas.

Brother Paul Crane was promoted from inspector at Johnstown, to assistant-supervisor with headquarters at Chicago, and assistant supervisor at Johnstown, John Shultsabarger, was promoted to supervisor with headquarters at Cincinnati, Ohio. Good luck to you both.

Applications are coming in for membership, but a few are still holding out; for what I don't know. The case is "eventually," why not now?

Brother J. J. Beitel entered the armed services on Oct. 23 and is getting his basic at Camp Breckenridge, Ky. Quite a few of the boys are on their way to work for Uncle Sam, and we wish these boys plenty of good luck.

Brother Frank Bainbridge, our local chairman, has a job on his hands trying to straighten out the Pitcairn hump claim. He gets a different answer every time he inquires about some problem. Good luck on your assignment, Frank.

About all of our boys are back to work, but there is still somewhat of a mix-up in jobs. Some jobs have been abolished and others are being filled temporarily by younger men. Get on your toes boys, and do your bidding; or the other fellow is going to run around you.

Brother Steve Fedor left C. J. Tower and took over C. P. Tower at Larimer as maintainer. Steve has been on the branch a long time, and finally moved to the main line.

Our meetings are still held the last Friday of each month at the Greensburg Y.M.C.A. So come one, come all, and present your problems, and above all keep you dues paid up.

Winter is coming so watch your step, Brothers. You know ice on the ties is pretty treacherous. This is my time to wish all you Brothers everywhere a very Merry Christmas and a Happy New Year.

JIGGS

New Haven

NEW YORK, N.Y. (34). At our meeting held October 28, at our new meeting hall, the Y.M.C.A. in Mt. Vernon, N.Y., we had a very good attendance. The main issue of discussion was what to do about the "nons."

Our By-Laws say that a member who falls behind in dues must pay it all up, in order to get back in good standing. After a long talk, and I mean long, we voted to amend the By-Laws so that the "nons" could reinstate for three quarters' dues. I would like to mention that most of the Brothers who voted favorably did so reluctantly, and I feel sure no one could disagree with their reasons. After all they have been paying their dues year in and year out.

All the "nons" should feel very glad that they work with such a good class of men. From now on they should do all they can, and more, to support their Local and the Brotherhood.

The retirement gift for Vice President D. C. Cone was forwarded and a card was sent along, with all the Brothers' names on it.

Flash! Local 34 now has 100% membership. We expect to have a party right after the first of the year. So keep in

touch to get further advice. All the money we collect for the party, will be used for same. Your hard working officers do not get any part of the money.

See you at our next meeting.

J. McHALE

Southern Pacific

TANGENT, ORE. (152). Signal work is really booming up Portland way. There are four separate bell jobs all starting at one time. M. E. Moyer and his gang are moving to Milwaukee and will work three of these jobs. The other, and largest will be worked by the Brooklyn gang. On this job 26 crossing gates are to be installed at 13 crossings on the double track at East Portland. The total G.M.O. for the job is $141,245 with $27,000 ear-marked for labor. Additional signalmen are being put on the gang as well as several new helpers and assistant signalmen. It is expected to take at least one year to complete this work.

R. L. Porter, signal maintainer at Grants Pass, Oregon, recently retired with 35 years of service. He spent 20 years as signal maintainer at Cascade Summit, Ore. W. W. Rupprecht is ill and has been off work for nearly two months. He is in the San Francisco General Hospital.

Signal gangs 1, 2 and 5 are working on respace and general signal repairs between Tangent and Oakridge.

I understand that the deer hunters had a very poor year. The prospects for duck hunting is good so get the 12 gauge out and enjoy life.

It is nearing the first of the year, so let's all save up $36 and get a B.R.S. of A. special Yearly Card for next year. By paying your dues in advance you lighten the load on our secretary-treasurer and you will be sure of good standing in the Brotherhood at all times.

J. C. ANDERSON

N. C. & St. L.

NASHVILLE, TENN. (67). Our regular meeting was held at our new meeting time, 4:30 p.m. first Thursday each month, and it really brought results. Best turnout we have ever had! Brothers Price, Jones, Freenan, and Claud were absent due to having to work late.

Our next regular meeting is scheduled for Dec. 4, 1952. There is important business for that date and we hope everyone will attend. F. E. WILLIAMS

Pennsylvania

NEWARK, N. J. (25). Our regular monthly meeting was held on November 13, 1952, and we had quite a few members present. This was the largest turnout of members Local 25 has seen in many a day. All members were interested in the Union Shop Agreement and they came to be enlightened on the finer points of the Agreement.

Chief W. T. Brown ordered the charter to be draped for thirty days in memory of our departed member, Brother Robert Haggas. The members stood in silence for one minute in his memory.

The easiest way to remain in good standing with your Brotherhood is to pay dues in advance by the year. Special Yearly Cards are now available and may be purchased from your secretary.

Our retired Brother, James Buckley, has returned to the United States after an extended tour of Europe. He is at West Palm Beach, Florida. He flew from the Bahamas to Florida, this being his first experience in a plane. He claims he enjoyed the trip very much.

I recently learned that Brother Richard Hunter (retired) celebrated his 50th wedding anniversary and also his birthday in the month of October. He claims to be over twenty-one. The officers and members of Local 25 wish him and the Mrs. the best of luck and good health.

I recently learned that Brother V. Harms expects to come back to work around December 1. He has been off sick for over a year and a half. Brother G. Jaques and Brother H. Whittam expect to return to duty any day now as soon as they receive their return to duty cards. Glad to see you back, Brothers.

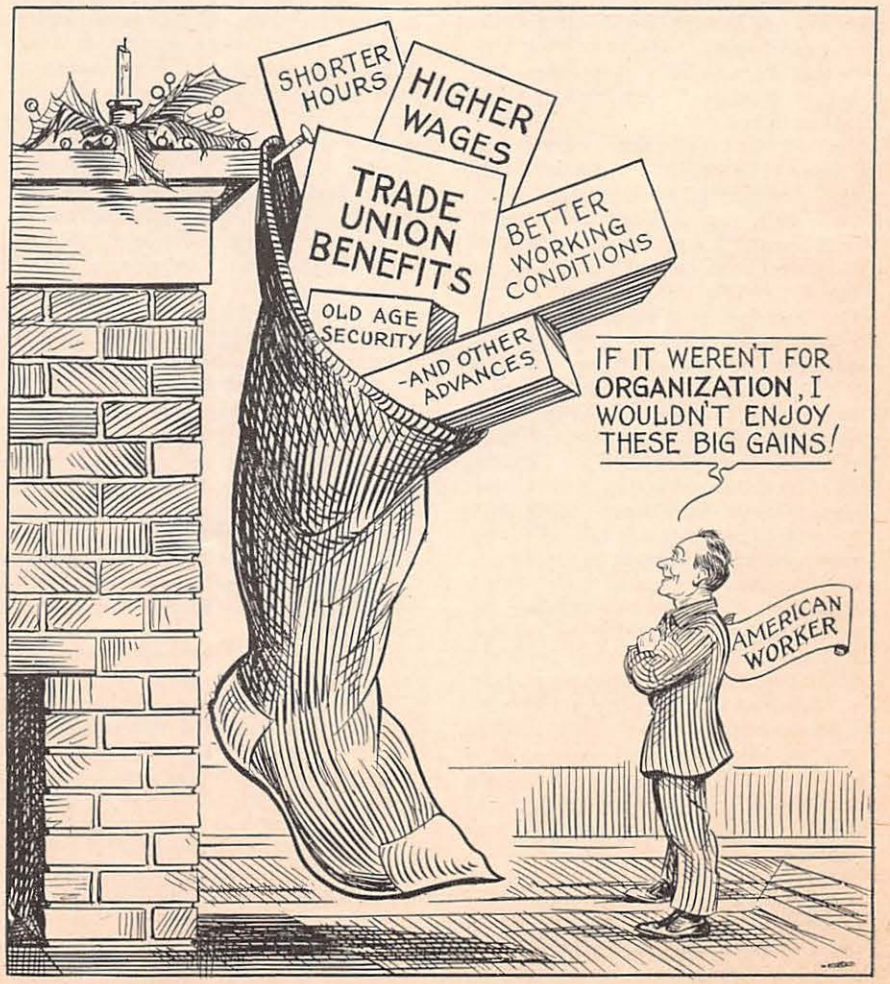
Brother W. A. Addayson and his committee arranged a buffet lunch which was served after the meeting.

I think this little poem is very appropriate at this time for the new members as well as the old ones.

DO YOU JUST BELONG?

Are you an active member, the kind that would be missed?
Or are you content that your name is on the list?
Do you attend our meetings and mingle with the flock?
Or do you stay at home and "criticize and knock"?
Do you take an active part to help the work along?
Or are you satisfied to be the kind that "just belongs"?
There's quite a program scheduled that I'm sure you've heard about,
And we'll appreciate it if you, too, will come and help us out.
So come to the meetings often and help with hand and heart.
Don't just be a member but take an active part.
Think this over, Brother, you know right from wrong,
Are you an active member, or do you just belong?

Old man 1952 is slowly fading out and his time is almost at an end. The New Year has many promises and it looks very bright. Why not let Santa give you a new 1953 yearly card to make the year brighter? The officers wish the members and their families a very Merry Christmas and a prosperous New Year. LOVE



An Old Timer Recalls 51 Years' Service With the S.P.—Praises B.R.S. of A.

By J. C. BRATTEN, Local 92

✦ BEING what you might call a real old timer in the signal department and about to retire from active railroad service I have been asked to write something for *The Signalman's Journal*. But, before getting started I want to take this opportunity to again thank all of my friends in the Southern Pacific signal department for the retirement gift presented to me and Grand Lodge for the Pensioner's Honorary Membership Card. Your kindness will be remembered always.

As one of the charter members of Lodge 92 I really know what it means to be a member of such a grand organization as the Brotherhood of Railroad Signalmen of America. I had a good opportunity to watch it grow.

I was elected to serve Lodge 92 as recording secretary one night in the year 1924 and later was also elected financial secretary when it became necessary to cut expenses. Our membership became smaller because members of the various divisions formed Locals of their own. I was an officer of the Lodge from the year 1924 and continued being one until December 31, 1949 at which time I gave it up because I felt I had done my part.

As I said before I watched our organization grow and year after year secure for our members better wages, vacations with pay, the five-day week, better working conditions, etc., until now I can look back and say to myself that we have come a long way since I first started in the signal business.

We have had many fine men going to bat for us through the years in Grand Lodge. Brothers D. W. Helt, A. E. Lyon, Tom Austin, D. C. Cone and Lee R. Smith, to name a few. And at present we have Jesse Clark and the others who are doing a fine job.

On the Coast we also have had many fine men that worked hard to make our organization what it is today, including W. H. "Bill" Buhn, Carl E. Ellis, Paul J. Lukes and Walter M. Williams. I will always remember them and we had E. C. McCarthy, Jack Woody, Tom Gilmore, Jack Goetz, John McGrew, Bill Quinn, Ralph Baggett, Dave Brown, F. W. Milner, Scott Baggett "Cap" Olsen, Walter Swanson and Sam Buntain, to name a few more. At present we have Chief Frank Nelson and Bill Quinn, recording and financial secretary, carrying on for Local 92.

Vice President Milt Mason and General Chairman C. G. Hodges are also doing fine organization work on the Coast.

Getting back to what I was asked to write about for the benefit of our young men who have not so many years behind them in the signal department. Here is my history.

I first started to work for the Southern Pacific in 1899 off and on at various jobs, but my personnel record in the signal department dates from the year 1902. My first job in the signal department was

J. C. "Clint" Bratten, a charter member of Southern Pacific Local 92, retired last month after nearly 53 years service with the railroad. He also served the Local as an officer for 25 years.

train caller, it coming under this department at the time and I was paid $1.00 per day for 13 hours, getting 30 silver dollars from the pay car once a month. A little later I was paid $1.50 per day on a crossing bell job, all of my work being out on the road where the bells were located. On this job I usually managed to get home each night because at that time there were plenty of trains running. Sometimes I got stuck out on the road and when I did I paid my expenses out of the $1.50 per day.

I was promoted from the bell job to an automatic signal maintainer at Stockton, Calif. and was located there at the time of the 1906 earthquake and fire in San Francisco, Calif. My wages per day then were $2.50.

At that time the only automatic territory was between Oakland and Port Costa, on the Cal P to Sacramento and between Tracy and Stockton. I was at Stockton about one year and will never forget the old blue stone batteries that I built. For transportation I had a velocipede car.

About this time, because more and more districts were being added on the division they needed a relief automatic signal maintainer and I was promoted to this job, wages $3.00 per day. I was the first automatic relief signal maintainer the Southern Pacific had. I was on this job about a year and quit because they wouldn't pay me expenses while on the road. My throwing up the job did some good, however, because the man who took my place was paid expenses and got a raise. Please remember what I have been talking about up until now was before we ever had an organization on the S.P.

From the relief job I went into the old signal office located at that time at 1st and Pine Sts., in Oakland, Calif. For doing so I was given a raise in pay and was in that office for four years. From the office I went into interlocking work and have been at it ever since, working as a maintainer at the various towers located in the Bay area, including Oakland, Alameda and Berkeley.

I was a maintainer at both the old and new Fruitvale Towers. The old was an all electric Union Switch plant and the new is an E.P. plant. In 1913, when I was a maintainer at Fruitvale Tower, I resigned from my position because I had asked for raise of twenty-five cents and didn't get it. They did come through with the raise on the last day I was there but they were too late and I left the service. My old friend N. D. Roventmi followed me on the job and got the raise. Top wages paid at the time was $3.50 per day, except for a few selected men in the signal shop who were being paid $3.75 per day.

I was away for two years, returning to the service of the Southern Pacific again in 1915, and my service has been continuous since that time.

I maintained a GRS plant at Alameda Pier Tower for 20 years. This was a busy place, handling thousands of commuters daily from Oakland and Alameda when the ferry boat was operating. I also maintained a GRS N-X plant at the San Francisco Bay Bridge Terminal and have been on my present job at Magnolia Tower at Oakland for a number of years, and shall wind up my 51 years of railroad service at that point.

In the year 1918 we were granted a charter by the Brotherhood of Railroad Signalmen of America and that is when Oakland Lodge No. 92 was born. Things started to improve from that time on. Gradually we got better wages, which the Brotherhood had to fight like hell for, and agreements which led to better working conditions. Through the years since then we have continued to receive better wages and still better working conditions until now we are enjoying vacations with pay, the five-day week, straight seniority, etc. And who do we have to thank for all of these things? Nobody else but the B.R.S. of A.

In closing I wish to extend to all my friends all along the line, my best wishes and to remind our young men that they have a fine organization in the B.R.S. of A.—very worthy of their support.

P.R.R. Regional Meeting

The next regional meeting of all Locals in the Central Region, Pennsylvania R. R., will be held at Pittsburgh, Pa., 1:00 P.M., Saturday, January 17, 1953.

North Western

MADISON, WISC. (39). Our 3rd quarter meeting was held on Oct. 18 at Labor Temple with an "overflow" turnout of seven members. Out of these seven, five were officers. Let's try and see at least five times this many at our next meeting in January. If you have something to discuss come to the meeting and discuss it, don't do it in the "shanty." If you want a meeting held some place else come to the meeting and bring it up.

Sorry there was no news in the November issue. I was too busy shooting at pheasant.

Gang No. 2 is installing flashers at Janesville, Wisc. and Gang No. 1 is working on the installation of single track between Madison and Evansville.

DeWayne Stanton left the signal department to enter private business. We all wish DeWayne the best of luck. We, of Local 39 welcome T. Keyes and M. M. Miller into our organization. We also hope they will attend our meetings regular.

I am glad to report that Steve B. and Hans Ersepke have reported back to work after a stay in the hospital.

HENRY S. GERTH

Southern Pacific

OAKLAND, CALIF. (92). At the conclusion of our regular business meeting held on October 25, the members of our Local took time out to pay special tribute to Brother J. C. "Clint" Bratten who has now retired after nearly 51 years' service with the railroad and a long record of service to the Brotherhood.

In presenting Brother Bratten with a cash purse, made up by members of the Local, Brother Bill Quinn recalled that Brother Bratten had served the Local as an officer for about 25 years. He had been elected recording secretary in 1924 and served continuously in that post until about three years ago. He had also been financial secretary for a number of years.

Brother Bratten's long and faithful service was also noted in a highly complimentary letter from C. L. Bromley, secretary-treasurer of Grand Lodge. A Pensioner's Honorary Membership Card was presented Brother Bratten, who was also a charter member of Local 92.

In response, Brother Bratten gave us a concise history of his railroad career and promised us he would visit with us as often as possible. (Ed. Note: His remarks were written up for the *Journal* and appear in a separate article.)

About 25 of Clint's friends gathered at the home of Bill and Edna Quinn after the meeting for lunch and refreshments.

A word of notice to members of Local 92: Beginning January 1, 1953 the Local will discontinue sending out quarterly membership buttons with the quarterly cards. Such action was decided at the September meeting. Those who are not attending the regular meetings of the Local are missing a lot of information beneficial to them as wage earners and union members. Those who do not subscribe to "Labor" at $1.00 per year, should now subscribe so as to learn from week to week the prospects of their eagerly sought, "lightened tax burden via their election ballot" of November 4th. Nuff sed.

CERT. 16505

Santa Fe

AMARILLO, TEXAS (161). Our regular meeting was held at Amarillo, Texas. Your reporter was not able to attend this meeting but from all reports I hear it must have been a good meeting. There are not enough of our men attending these meetings. Questions of vital importance are being handled at these meetings and your vote is needed, so the wishes of the majority can be carried out.

I am sure that we have some new members that are ready to sign up with our Brotherhood if you Brothers working with them will only explain why they should carry their share of the load. If you are working beside a non get him in. We need him and he needs us.

Fourth quarter dues are due now. Please check and see if yours are paid up to date.

Bradley's gang is now working on the Plains Division, presently located at Higgins, Texas, installing motor car indicators.

The last I heard, L. W. Howard's gang was at Plainview installing flashers. H. L. Brantley's gang was at Belen, New Mexico, on yard change.

Please send me your news items.

C. A. OLDHAM

Pennsylvania-Reading

CAMDEN, N. J. (58). At our regular meeting held November 11 at the Sport Center in Camden, N. J., Brother Babish gave a good report on his recent meeting with the superintendent on current grievances. He also reported on the C.I.O. movement to raid some of the other organizations.

Our Annual Banquet is over and we sure did have a swell time at this one.

Brother Wm. Burke was one of the honored guests at Local 58's recent annual banquet held for retiring members. He will retire on January 1 with nearly 53 year's service.

WANTED

Railroad Signalmen

Qualified to perform signalman's or signal maintainer's work. For various locations in California, Oregon and Nevada. Must be under age 60; 40-hour work week; standard rates of pay.

Generally, employment will be in construction gangs housed in outfit cars.

Apply in person or by mail, stating age and work experience, to:

Chief Engineer,
SOUTHERN PACIFIC COMPANY
65 Market St.
San Francisco 5, Calif.

The floor show and orchestra did a good job. Speakers included W. G. Salmonson, assistant chief engineer—signals, J. I. Kirsch, superintendent of signals, Local Chairman Babish and C. M. Banks, P. R.R. General Chairman. Ernie Sockwell of Pettibone Mulliken was Master of Ceremonies.

Honored guests included the following: Thomas C. Dill, retired April 1, 1950; Harry D. Day, retired January 1, 1952; Stephen G. Connell, retired October 16, 1944; Robert Hemphill, retired July 7, 1946; Leon C. Wilt, retired April 9, 1952; Albert B. Smith, Jr., who is retiring in 1953; William J. Burke, who is retiring January 1, 1953 and Albert G. Windstein, who is retiring January 1, 1953. We wish all these boys the best in the world.

We had some more reinstatements and new members, including O. G. Rose, G. Carter, H. W. Stone, A. F. Rickter, H. Dunkle, Ed Bender, John P. Shelton and Arthur F. Schaeffer. We had a large turnout at this meeting. Keep it up, fellows. Attend and find out for yourself what the Brotherhood is doing for you.

A. G. Windstein is the only Brother on sick leave. Drop him a card at 810 Cinnaminson Ave., Palmyra, N. J. Don't forget to send in those dues for the last quarter. Your first quarter will be due on January 1. Let's be 100% this year.

J. L. NACK

B. & O.

CHILLICOTHE, OHIO (94). Four signal construction gangs have been organized on the Toledo Division for the installation of a CTC system between Dayton and Lima, Ohio. This system will be built under traffic over the present system of automatic signals. Since the Toledo Division was unable to furnish enough men to fill more than two gangs, the other two gangs were advertised over the system, and the positions filled by men from several other divisions. Each

KERITE
CABLE-GRAM
TIME IS THE MEASURE OF ALL THINGS. FEW OF MAN'S INVENTIONS CAN STAND ITS MERCILESS JUDGEMENT. YET KERITE FOR OVER 90 YEARS HAS THRIVED AND SPREAD AND GAINED THE CONFIDENCE OF THE USERS. TIME, INDEED, GIVES KERITE ITS UNQUALIFIED RECOMMENDATION.
THE VALUE AND SERVICE LIFE OF A PRODUCT CAN BE NO GREATER THAN THE INTEGRITY AND CRAFTSMANSHIP OF ITS MAKER.
DAYS KERITE
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KERITE CABLE
THE KERITE COMPANY – 30 Church St., New York 7, N. Y.
Offices also at 122 Michigan Ave., Chicago; 582 Market St., San Francisco; 3901 San Fernando Rd., Glendale 4, Calif.

gang consists of 1 foreman, 3 signalmen, 3 assistant signalmen and 3 signal helpers. Camp cars are being furnished as headquarters for the gangs.

At the meeting held in Columbus, Ohio, each of the local chairmen were presented with a Royal portable typewriter, for use in handling Brotherhood business.

Brother D. A. Creeger, leading signal maintainer at Torch Hill, Ohio Division, has been promoted to the position of assistant signal supervisor on the Toledo Division. We wish Brother Creeger success on his new position.

Brother Dick Barber, who was inducted into the Army last March, was with the 7th Infantry Division in Korea at last report. We wish him good luck.

Next meeting of Local 94 will be held in Cincinnati, Ohio, on Saturday, January 17, 1953, at the Hotel Gibson. Let's all make an effort to get there and show our new general chairman that you are backing him up.

C. B. BRUNO

New Haven

BOSTON, MASS. (5). It has been some time since there has been any news reported from our Local and a lot has transpired that we will try to bring up to date.

Our former secretary, Henry Procter, has resigned, due to an extended leave of absence. We are all sorry to see him off and hope to have him back real soon. His capable reporting to the *Journal* plus his fine work on the other duties of his office will be sorely missed.

There have been at least two retirements since the last report, both from the Providence Division. "Ed" Shea, former signal supervisor and of late signal foreman was tended a testimonial at the 1025 Club at which there were many in attendance. A grand job, well done. We all wish him many years of happy retirement.

Our good friend, "Jack" Harrington also took the big step and he will be missed by many at the "Hump." Good luck, Jack!

Our regular meetings are held the 2nd Saturday of the month at the usual place. Attendance of late has been very poor and with the Union Shop in effect we hope to see many new faces in attendance.

At this time I would like, in the name of all the officers, to wish all our members, their families and friends a Merry Christmas and a Happy New Year.

J. A. COONEY

Southern Pacific

WARREN, ARIZ. (182). Our regular meeting was held in the Hotel Cortez, El Paso, on October 25 at 10:00 A.M.

Eighteen members were present at an open meeting held before the regular business session. Guests at this open meeting included Mr. H. H. Frasch and Mr. Cook Henderson of the National Carbon Company and Supervisor W. J. Jenne and Assistant Signal Supervisor M. G. Thomson.

Mr. Frasch and Mr. Henderson were present to discuss the Eveready primary batteries which are replacing those formerly used on this division. These gentlemen discussed both the chemical and physical components of these batteries. They then answered numerous questions placed by the members present in regard to what might be expected of these batteries and what had been observed in their use elsewhere. Mr. Jenne and Mr. Thomson also entered into this round table discussion.

As Mr. Frasch and Mr. Henderson left the room with Mr. Jenne and Mr. Thomson they issued an invitation to all present to be their guests at a dinner to be held immediately after the close of the business session.

A very interesting meeting was held by the eighteen members present. Many topics of interest were discussed and recorded for further handling if not then handled to a completion.

The members listed matters to be handled by the local chairman at next General Committee meeting which will be held in San Francisco November 13 and 14.

The meeting adjourned at 1:00 P.M. and about sixteen members joined the National Carbon representatives for dinner. After dinner a very enjoyable two hours was spent discussing signals and signal equipment.

Will all members of Local 182 please take note of the following: Your local

chairman's mailing address is now Box 2203, Warren, Ariz.

In our daily work we must all bear in mind the fact that we have an agreement covering our work. Many of us become lax in seeing that we, ourselves, stay within these rules.

If we do not consider the rules adequate then we must discuss them in regular meetings and have the local chairman handle them with the General Committee for improvement. But do not violate your own agreement by disregarding the rules as they are now written.

It is possible that we have conditions that are working to our advantage in some minor way but may be violating one of the rules of our agreement in a large way. By babying ourselves and overlooking this violation we are helping to break down our agreement which is our only protection against unfair and undesirable practices.

I would like to impress upon each member the importance of canvassing their own minds and digging out places where they are allowing their agreement to become disregarded and then take steps to correct such conditions.

Remember a union is only as strong as the members make it.

C. A. THOMSON

Monon

BEDFORD, IND. (91). The old retired signalman dropped in, eased himself into a chair, and offered me a smoke. "Have a cigarette kid, have some of mine today. Merry Christmas to you and all the rest of the department, and may the New Year improve labor-management relations even more than in the past year. It's one of the most important things in any industry and especially on the railways. It is a wonderful thing when you can sit down and talk instead of having to stand up and fight, when you can leave a meeting knowing you have settled things on the middle ground and with men you can like and trust. There is a big difference working for a man because you want to and working for him because you have to."

The old man was in fine shape and didn't give me a chance to open my mouth, just chattered away.

"I see by the *Journal* you have a 100% outfit now. Bet the ones who haven't belonged are glad they're in, for it's all one family—with equal rights to say what's to be done and how it's to be done. There's been a lot of crap in the papers about our union shop saying that a man had to buy his job, had to pay to work and so on. Well, the nons worked under the same agreement the union men did but it wasn't worth anything to him unless his supervisor went along with it. He had no recourse if he didn't."

Turning to the recent election, the old timer told me what happened. "I read that more women voted this last election than men. The he-vote better get busy or the females will be telling them what to do instead of getting them to do it anyway, diplomatically."

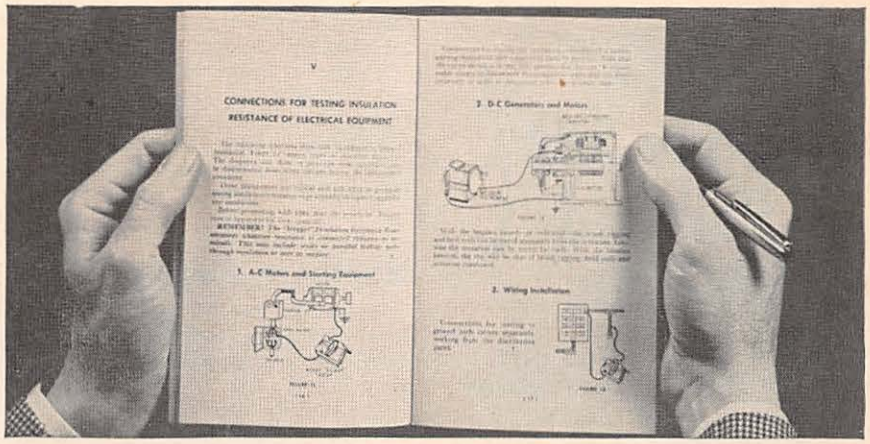
About this time I managed to sneak in a word. I told the old boy that Foley's gang has this year's quota of searchlight signals installed, and our line gang is rebuilding about everything around Crawfordsville. He got quite a bang out of the news that Moutschka bought himself a shot gun and deer license, and after three days hunting, is wearing his tag on his jumper.

After a while, the old boy happened to notice the safety record for the month, and that set him off again. "This the month's safety record? Not so hot, is it! Guess there are still too many men that think, 'It can't happen to me,' then it does. You only have to be careless the smallest part of a second and it happens. Take a tip from me, the safest way to do a job is to look it over real careful first, figure out the easiest and safest way to do it, then start. But if you can't do it safe, don't do it! After a few years the railway has a hell of an investment in an employe and you can't blame them for not wanting him messed up.

"Hurting yourself is only hard on you, the company, and your family. That is bad enough, but I sure would hate to think about some other family and some other employe being crippled for life because I was careless. You may not be your brother's keeper, but his life and happiness are in your hands when he works around you."

All out of words now, the old timer took off. And my Duram was in his pocket.

HEMPHILL



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Joint Meeting Held By Canadian Locals

✦ IN accordance with a procedure which has been followed for many years a joint meeting of Canadian Locals, in and around Toronto, Ontario, was held on November 2 at the Royal York Hotel, Toronto. Members from Locals 47, 122, 124, 165 and 175 were present as well as General Chairman H. Stockdale; Assistant General Chairman T. Emery, Toronto, Hamilton and Buffalo Railway; Assistant General Chairman J. Ward, Toronto Terminals Railway and General Secretary-Treasurer J. O'Neil.

It has been the purpose of these meetings to have an informal discussion on the problems confronting the Canadian membership and a general discussion of the progress being made plus an exchange of ideas on plans for the future. One of the primary objects however, was to have a social gathering of all the members in that vicinity, and this part of the program has always been very successful, as it was at this meeting.

In his report General Chairman Stockdale explained the progress made in connection with the union shop and wage increase request, and advised that it was now in the hands of the Conciliation Board and a report could be expected within a week or so. A report was made on progress of our proposal for the adoption of signal inspection rules and regulations in Canada, and it was ex-

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plained that a date had been set for a meeting with the Board of Transport Commissioners in the near future. A general discussion was held on grievances in connection with answering calls on adjoining territories and emergency calls. Generally, different opinions and experiences were reported by those present on this problem.

General Secretary-Treasurer J. O'Neil reported on the membership and financial condition of the Brotherhood in Canada. The membership standing showed that we are in a much better condition than we were at this time last year. It was also reported that we are in a healthy financial condition and that most Locals are showing progress in this respect.

A vote of thanks was given to officers and members of Local 165 for their efforts in arranging for the meeting and entertainment. This committee was headed up by Local Chairman N. Cotton and Secretary-Treasurer H. Heath.

J. O'NEIL

Northern Pacific

LAUREL, MONT. (87). We had some very fine meetings during the month of October with good attendance at each one.

The meeting at Tacoma, Oct. 4, was attended by 26 members with considerable discussion of the union shop and regular quarterly meeting dates. The local chairman will call meetings as before.

It was reported by Brother Darwin Sage that there weren't too many at the annual picnic at Pt. Defiance Park but those present had a fine time.

We are all glad to hear that Brother Sharp has been refunded money paid by him for moving his household effects from Mandan to Missoula.

The question of the staggered work week was then discussed and the proposal was not acceptable to the members.

Improvement of gang living quarters was discussed and I believe that the general chairman would appreciate ideas from the fellows in the gangs. So why don't you sit down and write to him and see what happens.

The meeting at Helena, Mont., Oct. 10 was attended by 13 members. Some of the above questions were discussed and the staggered work week was not wanted.

Discussed the pole line job Laurel to Livingston and also discussed heaters on switches. The same night we also had a meeting called to order by Local Chairman C. W. Schultz at Miles City with 7 members present. Discussions were about the same as at Helena.

A meeting of 11 members was held at Spokane, Oct. 18, and the staggered work week was not favored there either.

Just a little reminder as to Yearly Cards which are available from Nov. 15 to March 31, 1953.

You can't lose by paying your dues in advance, for if you are laid off, quit signal work, or go to military service, any dues paid in advance will be refunded. If you leave the signal department always ask for a withdrawal card. Better than ⅓ of the members of Local 87 purchased Yearly Cards for the year 1952. Hope we can do even better for 1953.

As yet have had no news from the Eastern District with reference to their activities so will have to sign off for this time.

L. V. TISOR

Obituary

A. J. Kelly, retired signal supervisor of the C.C.C. & St. L., died Sunday, August 31, at his home in Indianapolis, Ind.

Mr. Kelly was born at Homewood, Ill., on April 3, 1877. He joined the C.C.C. & St. L. on June 20, 1904, as signal supervisor, coming to Indianapolis from the Union Switch and Signal Co. He was an active member of the Signal Section, A.A.R. for over 40 years, and during all of that time was a member of Committee 5, on Instructions.

Thomas A. Ratcliff, Local 172, Atchison, Topeka & Santa Fe R. R., passed away October 18, 1952, in the County Hospital at San Bernardino, Calif.

Brother Ratcliff entered Santa Fe signal service October 1, 1940, as a signalman, coming to the Santa Fe from the Southern Pacific where he had worked as a maintainer. He worked on signal gangs on the Alburquerque Division until 1943 when he transferred to the relay shop in San Bernardino.

The officers and members of Local 172 extend their deepest sympathy to the survivors.

SECRETARY

Vernon Ayars, Local 39, Chicago & North Western Railroad, died September 28, 1952, at his home in Necedah, Wisc.

"Vern," as he was known to his friends, started his signal career as a batteryman at Clyman Jct. on May 5, 1916 and was promoted to signal maintainer at North Lake in 1917. In 1920 he went to Necedah where he remained till 1932. In 1932 he went to Dalton and in 1933 returned to Necedah as maintainer where he made his permanent home. We will miss Vern and his friendly smile around Necedah and at our Local picnics. He is survived by his widow.

HENRY S. GERTH

Louis John (Brownie) Kensler, Local 10, New York Central Railroad, died at his home on October 11, 1952.

Brother Kensler was born December 5, 1889, at Manchester, Michigan, and was employed by the signal department as a signal helper April 20, 1910. At the time of his death Brother Kensler was the maintainer at the Maumee River Bridge at Toledo, Ohio.

He is survived by his widow, Wilda.

The officers and members of Local 10 wish to express their deepest sympathy to Mrs. Kensler.

E. R. MOYER

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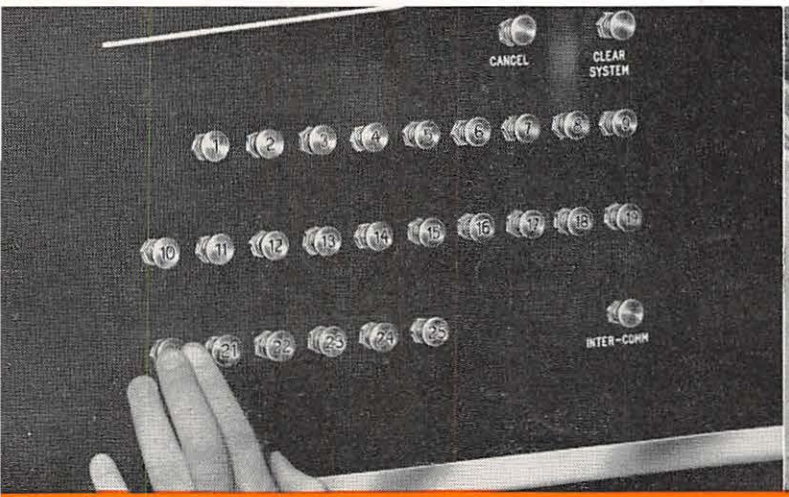

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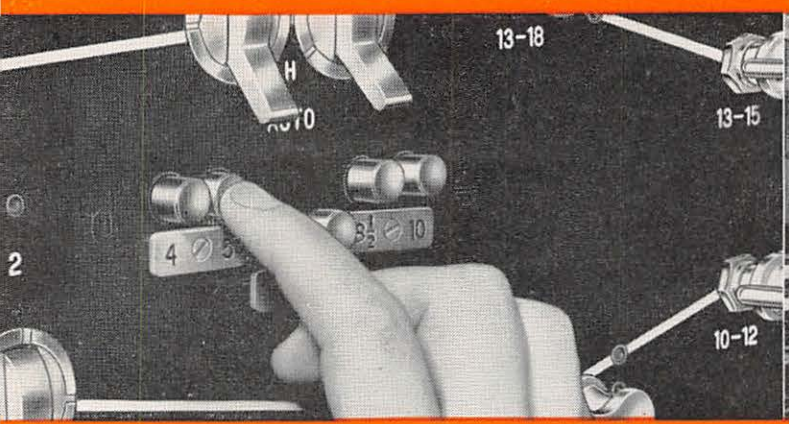

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